



Land East of Drayton Lane



Vision Document
for The Church Commissioners of England
22nd March 2022, Rev B

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01

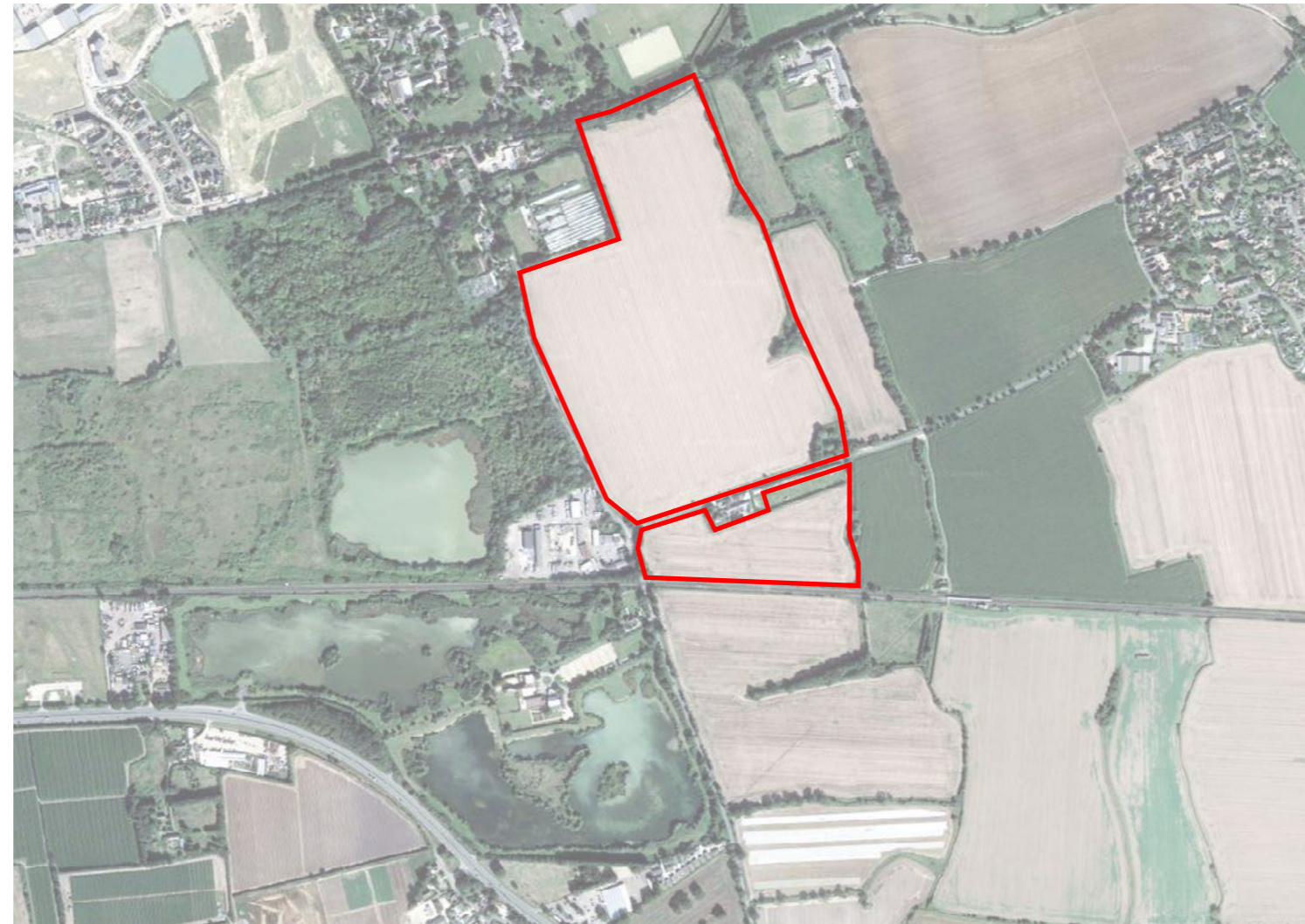
Introduction

1.1 Introduction and Purpose

This document has been prepared on behalf of the Church Commissioners for England (CCofE), in relation to their landholdings east of Drayton Lane, Chichester. This document seeks to inform the Local Plan Review process. The CCofE manage a diverse investment portfolio, including commercial and residential properties along with rural land, to produce revenue to support the Church of England's work.

In response to complex infrastructure and funding issues in relation to the A27 Chichester Bypass, Chichester District Council is currently reviewing their draft Local Plan proposals. This includes determining what level of housing could be achieved based on deliverable improvements to the A27; and considering whether the full housing needs could be met another way, including looking again at other parts of the Local Plan area. The council have also been looking at the land West of Drayton Lane under draft allocation AL3 and initial conversations have centred around how the proposals shown here could form an extended part of the AL3 allocation as we are not looking at this site in isolation.

A detailed analysis of the site and its surroundings has been undertaken with regards to landscape, heritage, transport, archaeology, flood risk and drainage, ecology and sustainability. This analysis has informed a vision for the site, which identifies constraints and opportunities. The vision proposed is only one way the site could be designed, and we would welcome the opportunity to work with Oving Parish Council and Chichester District Council to develop this vision. This document demonstrates that the land east of Drayton Lane could be a suitable and sustainable location for up to 700 new homes, sensitively designed in a landscape setting, whilst providing numerous benefits for the existing community.



1 | Site location - red line denotes site boundary



2 | Typical countryside and open fields across the site

02 Planning Policy Context

2.1 Planning Policy

National Planning Policy

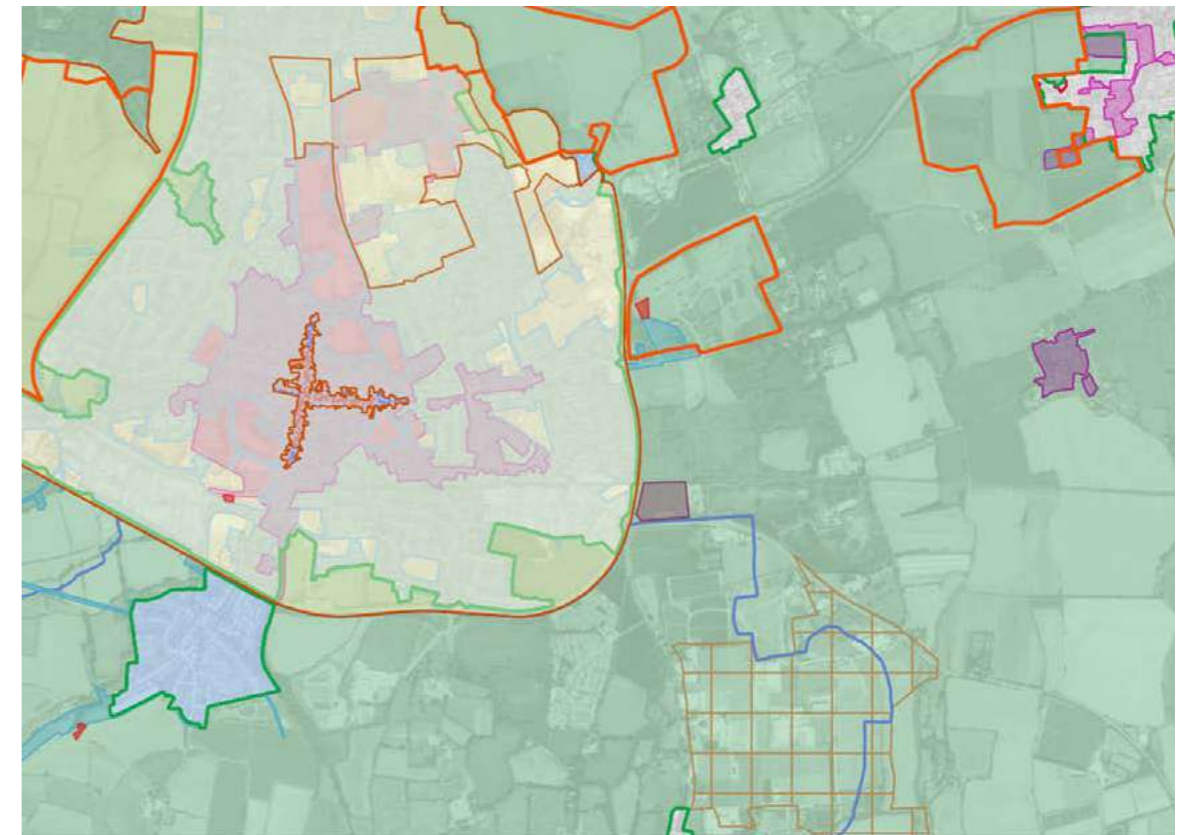
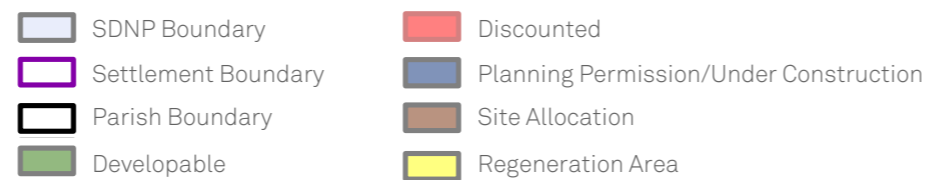
The National Planning Policy Framework (2021) emphasises (paragraph 60) that it is important that a sufficient amount and variety of land can come forward where it is needed, to support the Government’s objective of significantly boosting the supply of homes.

Paragraph 73 states that:

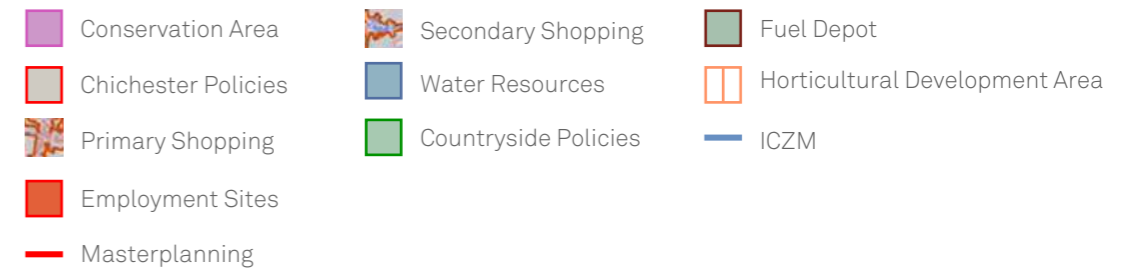
‘the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities’.



HELAA Site Assessment



Extract from Chichester Local Plan Policy Map



2.1 Planning Policy

Local Planning Policy

The statutory development plan for the site comprises the Chichester Local Plan (2015) and the West Sussex Joint Minerals Local Plan (July 2018 – partial review March 2021). The emerging planning policy context is also of relevance and includes the emerging Chichester Local Plan, and the emerging Oving Neighbourhood Plan.

Chichester District Council is currently looking at options around the redistribution of housing in the Chichester Plan area, in light of the infrastructure and funding issues in relation to the A27 Bypass.

The site is not allocated for development in the adopted Local Plan. Relevant designations include existing site allocations at Tangmere, to the north east of the site, and Shopwyke, to the north west, and the emerging allocation AL3 east of Chichester. The site is located within the Sharp Sand and Gravel Mineral Safeguarding plan in the West Sussex Joint Minerals Local Plan. Previous discussions with the LPA has looked at how there could be scope for East of Drayton Lane to come into this allocation.

Other Material Considerations

Chichester District Council is undergoing a Wildlife Corridor Technical Consultation which proposes an amendment of the route to the Westhampnett to Pagham Harbour Strategic Wildlife Corridor, which lies to the west of the site. Additionally, in 2021 Chichester District Council carried out a HELAA assessment which assessed suitable sites for housing allocation. The site was assessed as developable and deliverable in the HELAA (ref. HOV0017).

03

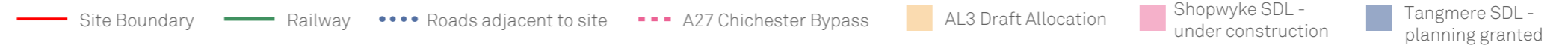
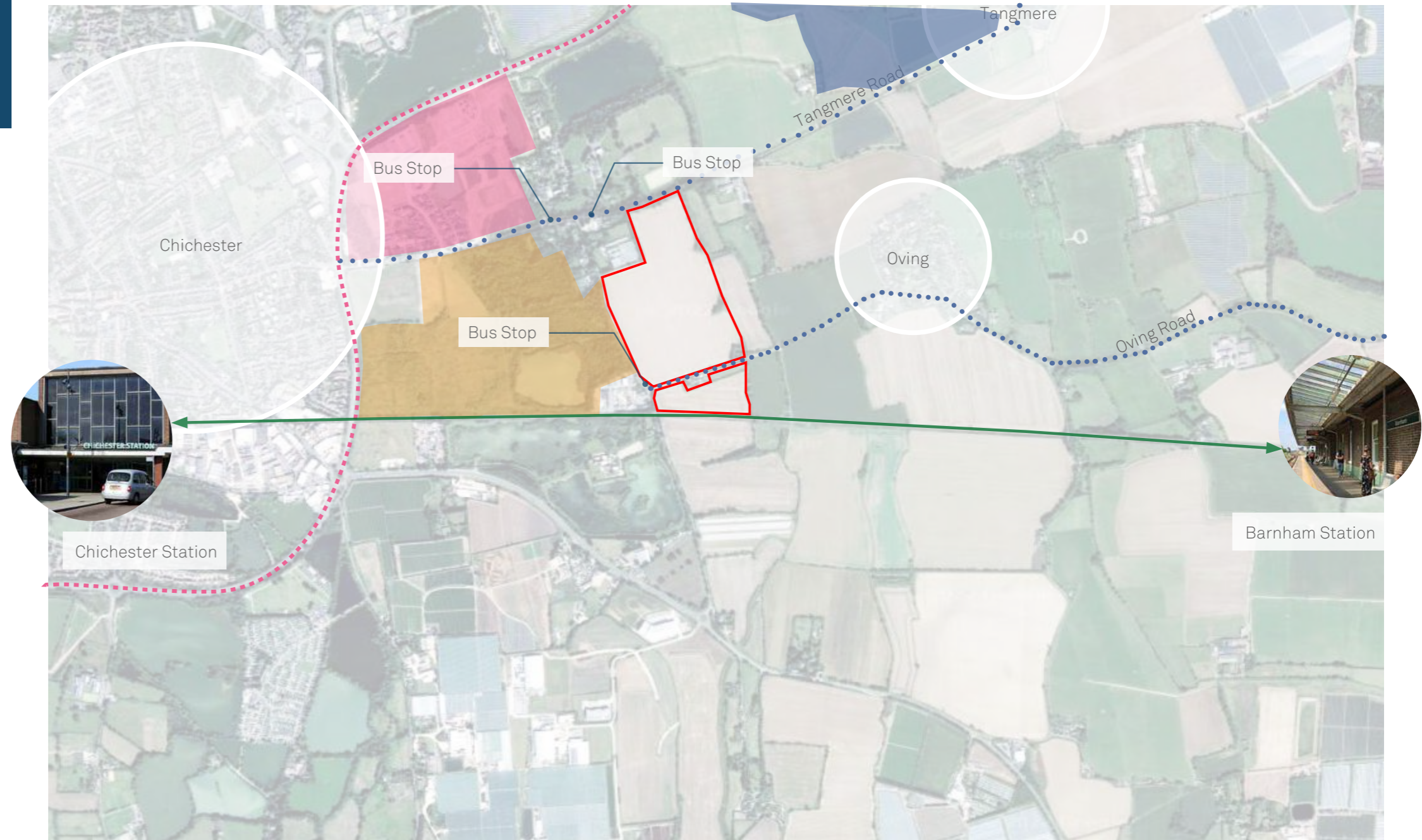
Site and Surrounding Area

3.1 Location

The site lies to the east of Drayton Lane and is bound by the Tangmere Road to the north and crosses Oving Road and the railway line to the south. It comprises 49 ha. The topography of the site is mostly flat with long views to the surrounding area.

The site is c.1km from the centre of Chichester and is close to a range of amenities including commercial, retail, recreational, institutional and transportation (including Chichester train station, bus stops and A27 Chichester Bypass) land uses. There are three bus routes in the vicinity of the site, including route 85 which passes the site along Drayton Lane and the Tangmere Road. This provides a route between Arundel, Fontwell and Chichester approximately every 2 hours and it takes approximately 20 minutes by bus to get to the centre of Chichester, with its amenities.

At present, there are two approved developments in close proximity to the site. These are in Tangmere, to the north of the site, and Shopwyke, to the east of the site. Planning has been granted to both sites with the Shopwyke site currently under construction.



3.2 Land Use, Agriculture and Minerals

The land east of Drayton Lane is in agricultural use.

It falls into the ‘excellent’ and ‘good to moderate’ agricultural land classifications. This is the case for much of the land around Chichester and the Local Plan Review Preferred Approach document (2018) recognised this:

“Much of the undeveloped coastal plain of the plan area is high quality agricultural land which falls within Grades 1, 2 and 3a of the Agricultural Land Classification. In planning for the sustainable growth of the plan area, it is recognised that there may be occasions when the loss of such land is necessary.”

The sites are located within the Sharp Sand and Gravel Mineral Consultation Area and as a result are safeguarded in the West Sussex County Council and South Downs National Park Authority Joint Minerals Local Plan (2018).

Part b of Policy M9 of the plan says:

“Proposals for non-mineral development within the Minerals Safeguarded Areas (as shown on maps in Appendix E) will not be permitted unless:

Mineral sterilisation will not occur; or

it is appropriate and practicable to extract the mineral prior to the development taking place, having regards to the other policies in this Plan; or

the overriding need for the development outweighs the safeguarding of the mineral and it has been demonstrated that prior extraction is not practicable or environmentally feasible.”

Much of the demand for sharp sand and gravel is met by landings of marine dredged aggregates at Shoreham Port which have increased steadily. Policy M11 allocates three sites for soft sand extraction.

In further developing proposals for the site, reference will be made to the relevant guidance and the Minerals Plan and to the current undertaking of a review of the minerals reserve in this location.



Sharp Sand and Gravel Mineral Safeguarding Area (West Sussex Joint Minerals Local Plan)



Aerial view showing the agricultural land around the site

3.3 Landscape

The lead characteristic of this relatively flat coastal plain landscape is that it is dominated by large scale open arable fields. The hedgerow pattern is fragmented and fields frequently have no hedgerows where they adjoin roads. In moving through this landscape there are numerous nucleated villages and hamlets and these villages and their surrounding landscape have long views to the South Downs.

There is defined boundary planting to the east of the site which accounts for a degree of enclosure to the existing site which is largely open but self contained from the surrounding fields.

The Landscape Strategy put forward in the Chichester District Council Landscape Capacity Study (March 2019) for the Chichester to Yapton Coastal Plain includes: (from page 709 sub area 127)

“Create a new large scale tree and hedgerow framework which complements the open intensively farmed landscape, whilst maintaining significant views of Chichester Cathedral, the South Downs and local features”

“Link up existing remnant hedgerows and tree lines to re-establish coherent field boundaries and wildlife corridors”

“Encourage and promote land management schemes to increase species rich grassland areas”

“Encourage landscape enhancements around villages and on their approaches”

“Maintain, restore and enhance floodplain woodland and associated species, including native black poplar”

These observations and recommendations are reinforced within the assessment of the sub-areas around the Land East of Drayton Lane. Particularly relevant text includes:

“The village and spire of St Andrews Church are key foci in local views” (page 718)

The assessment encourages, “Tree and hedgerow planting to strengthen boundaries and the landscape between settlements and create wildlife corridors” (Sub-area 128, page 718)



Site photos and key



1 | Open fields with remnant hedgerows or tree lines



2 | Remnant hedgerows or tree lines along field boundaries



3 | Flat Arable Landscape with views to St Andrews Church



4 | Opportunity to maintain and restore floodplain areas

3.3 Landscape

Landscape Changes since 1880s

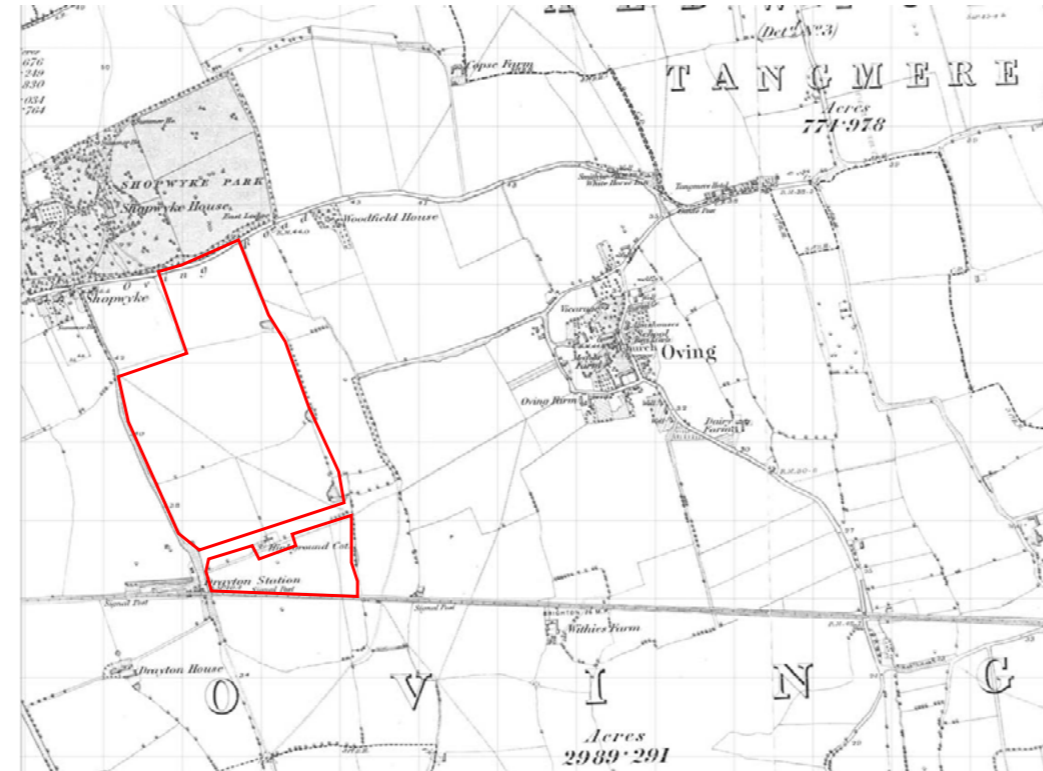
Intensive farming practices, and to a lesser extent, Dutch Elm disease and the Great Storm of 1987 have removed large proportions of field hedgerows and trees from the landscape. This erosion of character and tree loss is regrettably continuing with Ash Die Back disease currently killing most of the countries Ash trees. From the later part of the C19 the study area has lost approximately 3,320 liner metres (3.32 kms) of hedgerows. This is broken down into 575lm from the western parcel and 3,320lm from the CCofE's land around Oving.

Today's Landscape

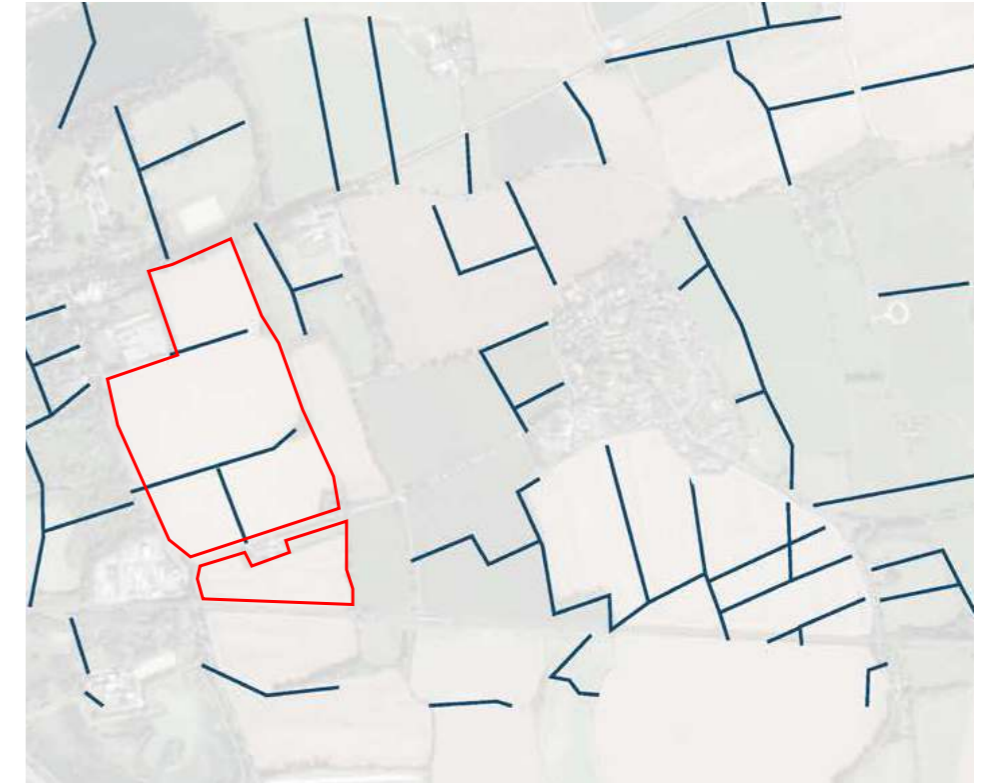
The hedgerow removal has resulted in some large and odd shaped fields. Farming and flood alleviation schemes have straightened the field edge ditches and streams which have become overly deep. Additionally, the absence of hedgerows results in the landscape having a very open expansive character.

Existing Nature Conservation

The intensive agricultural practices in the landscape have greatly reduced the number of nature conservation assets you might ordinarily expect to find within the landscape. There are a number of significant 'hot spots' of more than local ecological value at the Taylor's lane Brook – riparian corridor and the former gravel pits west of Drayton Lane. These are dispersed and fragmented across the landscape with few linked corridors of established ecological value.



1876 Map



Removal of Hedgerows and the Resulting Change in Field Patterns



Great Storm of 1987 destroyed trees and woodlands



Dutch Elm Tree Disease reducing number of Elm Trees



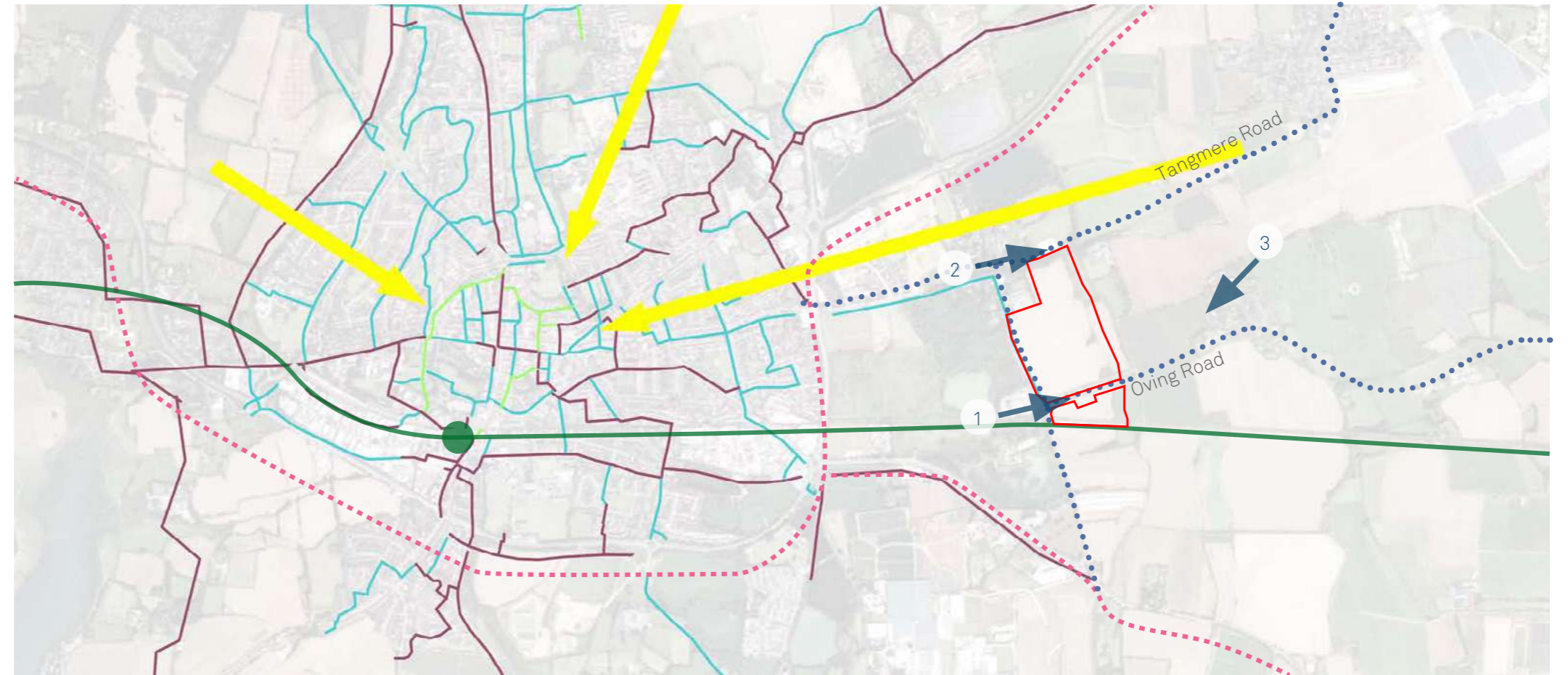
Ash Die Back is now killing most Ash trees

3.4 Transport

The site has been investigated in the context of national, regional and local policy, and it is considered that there is a viable transport strategy that allows the site to be redeveloped for housing. The location of the site means that there is potential for a joined-up transport strategy with other development sites, which could potentially reduce the impact on the Strategic Road Network (SRN). The proposed development would support the local facilities being provided as part of the Shopwyke Lakes and Tangmere developments, and although co-ordinated with the emerging AL3 site, our site will form part of an expanded allocation.

The principal highway routes into the area are the A27 and A259 Bognor Road/ Chichester Road. The A27 is the strategic inter-urban east / west road along the south coast. The A259 Chichester Road is to the south of Drayton Lane. It currently provides a secondary east / west route (to the A27) and is the principal route between Chichester and Bognor Regis, allowing access to the respective town centres. The B2144 Drayton Lane provides a route between Tangmere Road to the north and the A259 to the south, approximately half way along the route there is a priority junction with Oving Road providing access to Oving village centre.

The closest bus stops to the site are located on Drayton Lane and the bus services which operate from these stops include the Compass Travel services 85 and 85A which provide a connection to Arundel, Oving and Chichester via Oving Road.



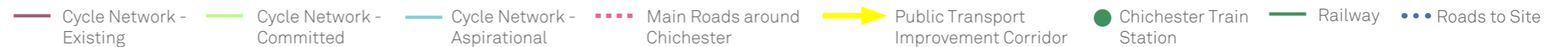
1 | Entrance to site from the Oving Road



2 | Entrance to site (right) from the Tangmere Road



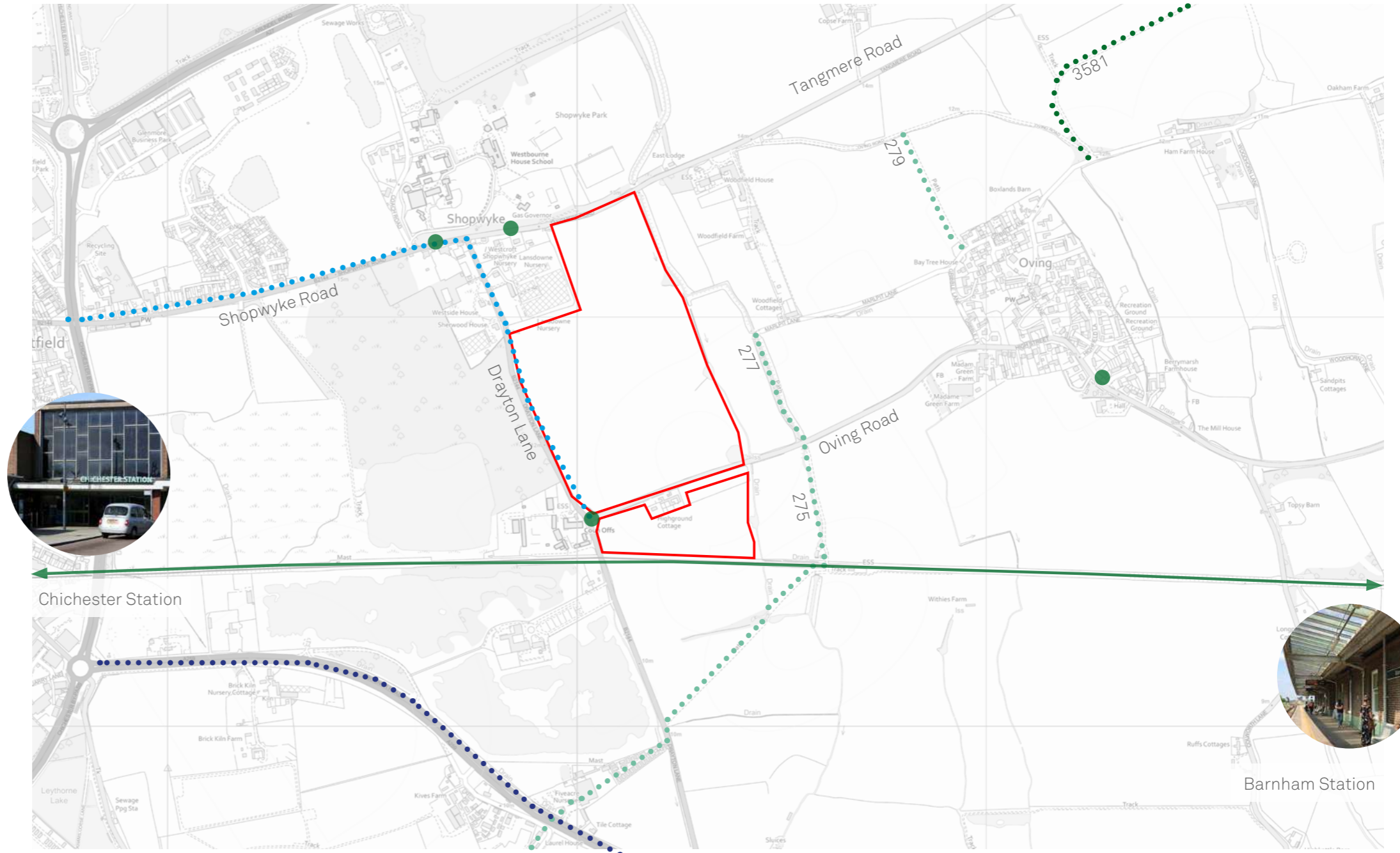
3 | Cycleways/footpaths around site



3.4 Transport

There are three railway stations within the area surrounding the site. These include Bognor Regis, Chichester and Barnham railway stations. Chichester and Barnham railway stations are both on the south coast mainline, providing easy access to London Victoria, Brighton, Portsmouth and Southsea, as well as Littlehampton and Southampton Central. Barnham also provides access to Bognor Regis station. A number of Public Rights of Way (PROW) are in the vicinity of the site including footpaths 279, 277, and 275 and bridleway 3581.

There are several planned or committed developments in the Shopwyke Road/ Tangmere Road corridor and further east at Barnham Eastergate Westergate that provide an opportunity for synergy in the transport strategy. There are known to be capacity concerns in peak periods along the A27, and in relation to the site these include the Bognor Road Roundabout, signalised crossroads at Shopwyke Road, and the Portfield roundabout. Schemes for these junctions have been considered in the Arun Transport Study (ATS) 2016 Stage 3 Final Report as part of the adopted Arun Local Plan and the Chichester District Council – Local Plan Transport Study of Strategic Development Options. These include a combination of highway capacity improvements and bus priority. It is also understood that WSCC is undertaking a multi-modal corridor study for the A259 between Bognor Regis and Chichester. The findings from this are not yet known, but it is likely that this will include a combination of highway capacity improvements delivered in conjunction with bus priority and upgraded pedestrian and cycle infrastructure.



Local Highway and Footpath Network

- Railway
- Existing Public Rights of Way
- Aspirational Cycle Network
- Existing Cycle Network
- Existing Bridleway
- Bus Stop Location

3.5 Flood and Drainage

A large proportion of the site is shown to be within Flood Zone 1 on the Environment Agency's latest Flood Map for Planning. Flood Zone 1 is defined as areas having a very low risk of flooding from rivers and the sea, assessed as a less than 0.1% annual chance. The eastern boundary and far southeast corner of the site are shown to be close to, or within, areas of Flood Zone 2 and Flood Zone 3, which are defined as medium and high-risk areas respectively. These floodplain outlines are linked to the Chichester Flood Relief Channel which forms much of the eastern site boundary.

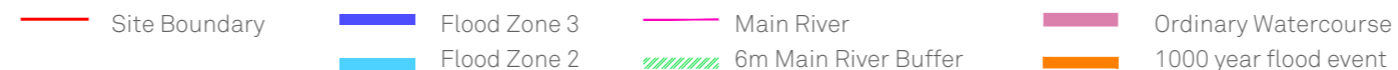
Mapping provided by Chichester District Council as part of their Strategic Flood Risk Assessment shows the site to be removed from the extent of tidal flooding, even when considering the potential impacts of climate change on sea level change up to the year 2115. The SFRA also concludes that climate change impacts on river flooding would be limited in this area, but a Flood Risk Assessment prepared in support of any future application may need to consider climate change in line with prevailing guidance.

Groundwater flooding is a known issue across much of Chichester and the wider west Sussex area. West Sussex County Council (as Lead Local Flood Authority) have a policy requiring appropriate Winter Groundwater monitoring to be carried out in support of planning applications to better inform the localised risk and feed into appropriate surface water drainage designs.

Allowing a suitable standoff from the watercourses on the boundary, agreed with the EA and LLFA as appropriate, should sufficiently manage the risk of flooding posed by the watercourses.



Flood Risk Constraints Plan

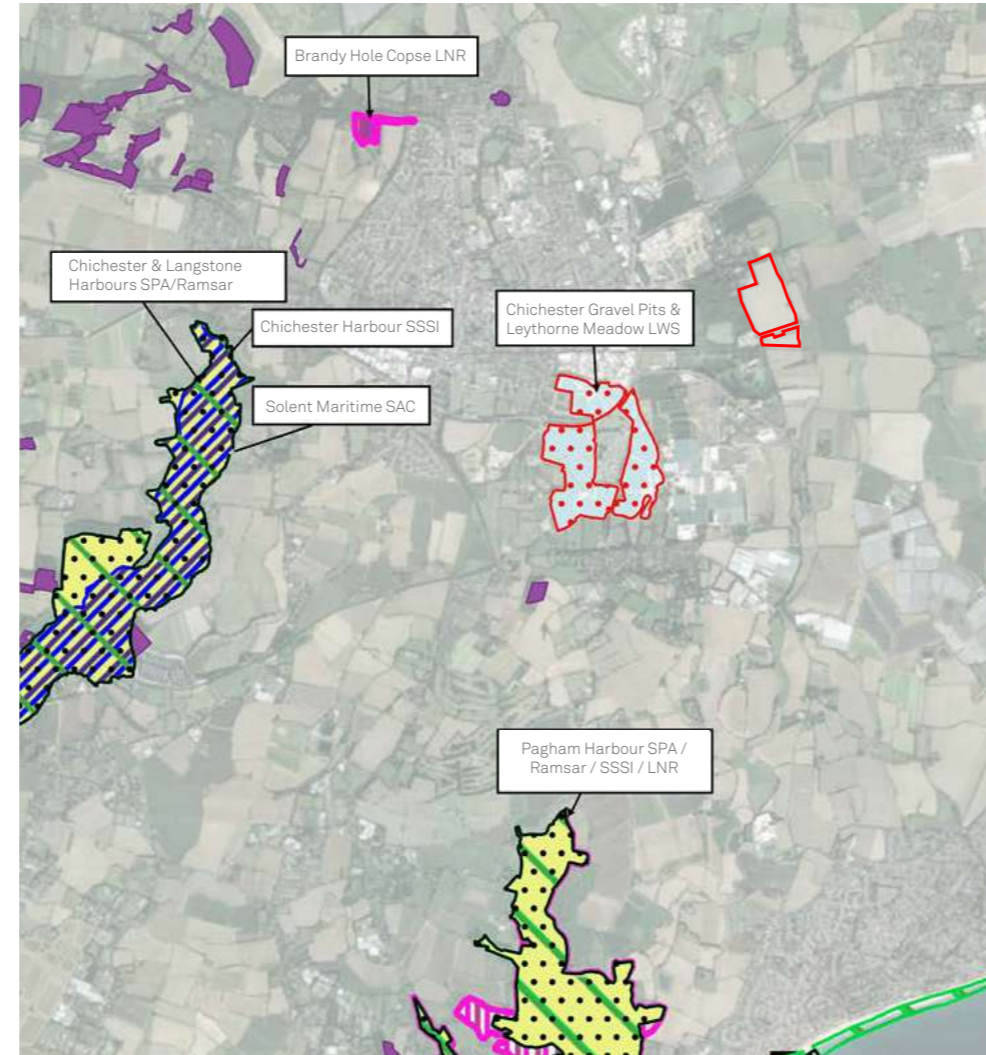


3.6 Ecology

An initial ecological appraisal of the site has been undertaken to ascertain the existing baseline situation, with regard afforded to designated sites in the local area, the habitats present within and adjacent to the site and the opportunities that the site provides for faunal species.

There are no statutory or non-statutory designated sites of nature conservation interest within, adjacent or in close proximity to the site. The site is situated approximately 4.8km to the east of Chichester and Langstone Harbours Special Protection Area (SPA) / Ramsar site, and therefore lies within the identified 5.6km Zone of Influence of these international designated sites. Chichester and Langstone Harbours SPA / Ramsar site are designated on account of their importance for a number of wintering, migratory and breeding wildfowl and wetland birds. The Strategic Wildlife Corridor runs to the east of the site.

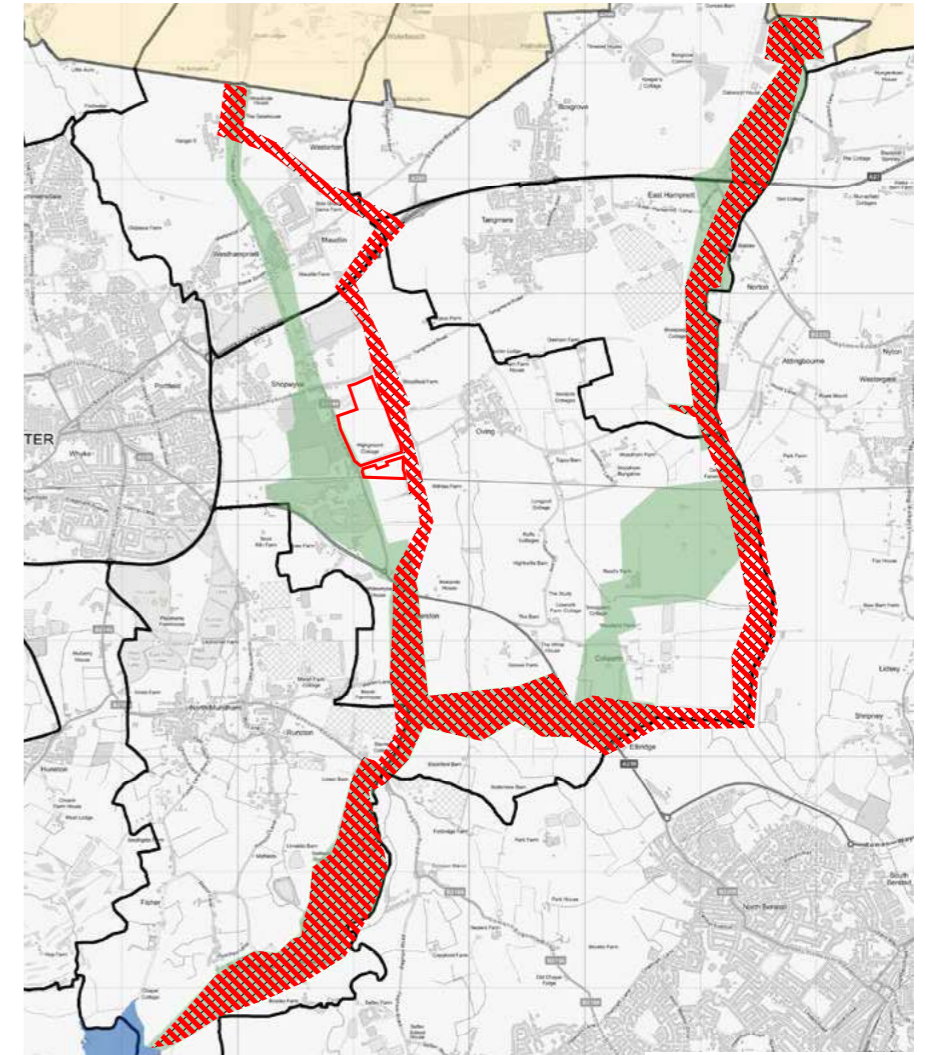
It is noted that there has been consultation regarding the location of the Wildlife Corridor and a potential extension or re-designation west into allocated site AL3. As this consultation develops and continues, emerging plans will have due regard to this.



Ecological Destinations

Source: Ecology Solutions

- Site Location
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)
- Ramsar Site
- Sites of Special Scientific Interest (SSSI)
- National Nature Reserves (NNR)
- Local Nature Reserves (LNR)
- Local Wildlife Sites LWS
- Ancient Woodland



Strategic Wildlife Corridors Technical Consultation

Source: from Strategic Wildlife Corridors Technical Consultation (Map 5), Chichester District Council

- Site Location
- SWC Preferred Approach Plan 2018 - East of City
- SWC Technical Consultation 2021
- South Downs National Park Boundary
- Special Protection Area
- Parish Boundary

3.6 Ecology

The vast majority of the site comprises very large intensively managed arable fields, which is of very little ecological interest and provides few, if any, opportunities for fauna. Habitats of relatively greater value are associated with field boundaries, and include mature hedgerows and treelines, watercourses, broadleaved woodland and ponds.

The habitats present within the site provide some potential opportunities for a range of protected and notable species, such as bats (roosting, foraging and commuting), Badgers, amphibians, reptiles, Water Voles, Otters and birds. However, the arable land which comprises the vast majority of the site provides very few, if any, opportunities for most faunal groups.

Given the significant distances concerned, and the intervening habitats, it is considered highly unlikely that the site would be regularly utilised by qualifying bird species associated with these designations. However, in line with the adopted strategic approach towards avoidance and mitigation for the SPA / Ramsar site, emerging development proposals will incorporate a suitable package of measures to address potential effects from recreational pressure.



Ecological Analysis Diagram



1



2



3

- Site Location
- Arable Land
- Semi-improved Grassland
- Improved Grassland
- Woodland
- Dense Scrub
- Treeline
- Hedgerow
- Tree
- Tall Ruderal
- Pond
- Watercourse
- Building
- Hardstanding

3.7 Heritage and Archaeology

A full Desk-based Heritage Assessment has been produced for the site area and a 1km radius beyond, which will include all relevant national and local designation information and the data in the Chichester District Council Historic Environment record, on the known archaeological sites and features, and the results of past site investigations. The report allows an assessment of the heritage sensitivity of different parts of the site to development, either through physical effects or through changes to the setting of particular assets.

These could be the result of alteration to the legibility of historic uses and associations, to particular views of value or to the appreciation and experience of the overall rural character. The report will be issued to Chichester District Council's Archaeology Officer to assess and agree with our assumptions that adequate investigative archaeological surveys have already taken place and nothing has been identified to negate development.

Archaeology

The wider study area contains a rich archaeological resource dating back to earliest prehistoric times, revealed predominantly as a result of excavations prior to the construction of the A27. Recent largescale investigations as a consequence of proposals for housing west of Tangmere and at Shopwyke have revealed further early prehistoric evidence in the form of late Iron Age and early Roman settlements.

The archaeological record has been informed by a number of investigations across the land parcels in the 20th century in preparation for sand and gravel extraction by RMC Aggregates Ltd. In 1999, Cotswolds Archaeological Trust excavated a total of 50 trenches covering an area of approximately 50ha across the three field parcels. Although much of the area proved to be devoid of surviving archaeological features, three distinct areas were identified; a series of possible Roman ditches uncovered in two trenches in the north eastern area of the site, a burnt flint spread and surface flint scatter to the south west, and a series of possible Bronze Age pit features on the south eastern boundary.

Historic aerial photographs identified a substantial complex of linear crop marks in the fields between Drayton House and Withies Farm, Oving which were later investigated as part of the evaluation in 1999. Ditch features corresponding with most of these cropmarks were uncovered in the course of the evaluation and the cropmarks appear to represent a series of double-ditched trackways and field boundaries, of likely Iron Age/Roman or medieval date.

The largescale minerals extraction did not subsequently take place across any of the three land parcels following the archaeological evaluation in 1999. A degree of further archaeological site investigation would be necessary prior to any proposed development across the site and is likely to be targeted excavation of those concentrations of features revealed in 1999. Importantly, the archaeology found is not considered to be of a significance to negate future development across any part of the site.



Yeakall and Gardner's Susses, 1778-1783

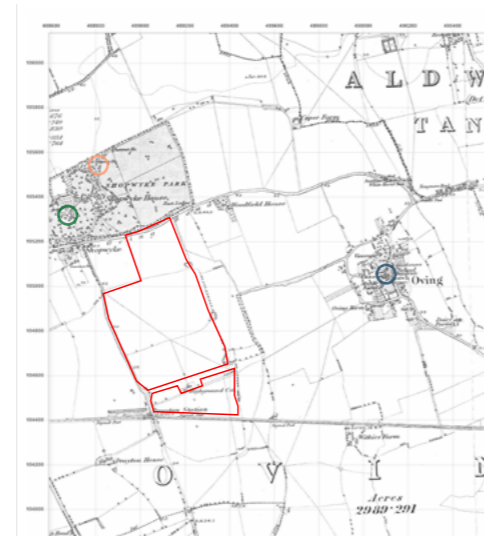
3.7 Heritage and Archaeology

Built heritage and historic landscape

The land has little apparent historic character, and no significant historic landscape features have been identified. The field boundaries had largely been removed from the area to the north of the railway by the mid 1970s, and from the land to the south by the mid 1990s, though some short sections remain.

The closest historic buildings are at Shopwyke on Tangmere Road, where two large formal houses of 18th century date (one, Shopwyke Hall listed at grade II*) are set within walled grounds and form a distinctive building group on the road. The early 19th century house at Shopwyke Park replaced the earlier manor and is obscured within parkland, enclosed by mature woodland belts, with two small lodge buildings on the road. The house has been used as an independent prep school since 1945 and much of the parkland is now used for playing fields.

The only interest is the distant views to the landmark spire of St Andrew's Church, Oving, seen from points across the site and from the sections of Drayton Road where hedgerows are absent.



1875-1876



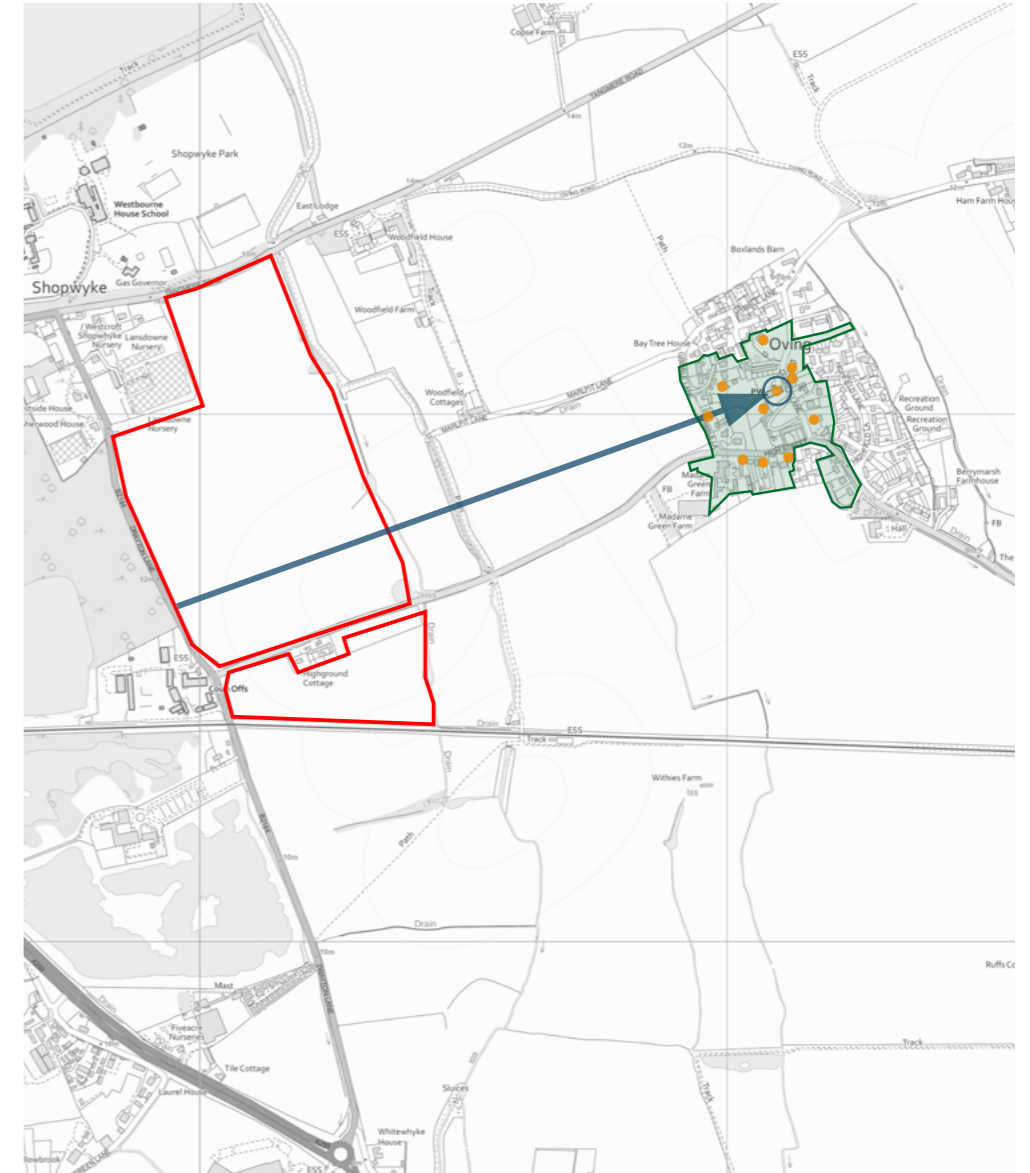
1909-1910



1957-1961



2021



Heritage Considerations

Historic Maps from Centre Maps Live

- Shopwyke House (Grade II)
- Shopwyke Hall (Grade II)
- St Andrew's Church, Oving

- Conservation Area
- Listed Buildings
- Site Boundary

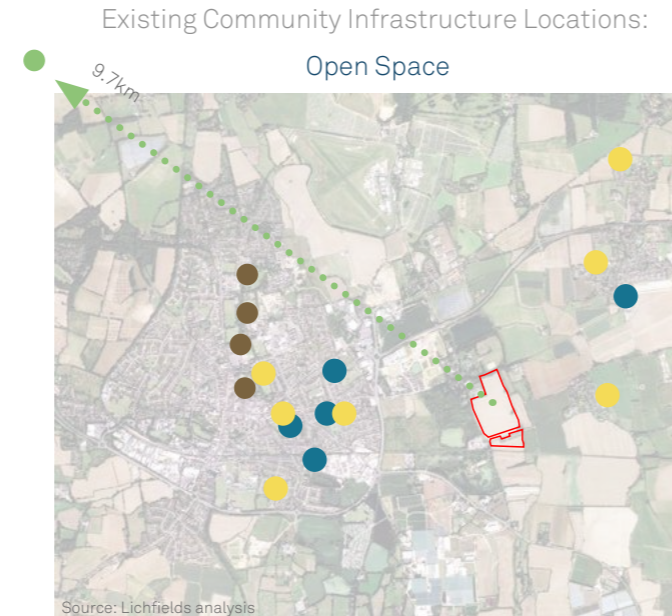
3.8 Community Infrastructure

An initial community infrastructure audit, and high-level assessment of the balance between supply and demand for community and social infrastructure generated by the potential development of land east of Drayton Lane on an identified local impact area (LIA) has been undertaken.

The LIA is likely to vary depending on the type of community facility being considered, however for most uses this will range from 3 to 5 km. Noted infrastructure and their distances from the site are as follows:

- Early-years care : 3.km
- Primary schools : 3.5km
- Secondary schools : 5.4km
- GPs and dentists : 5km
- Open space (formal and informal) : 600m
- Children and young people’s play space : 480m
- Other social and community infrastructure : nearest library, leisure/sports centre and community centres

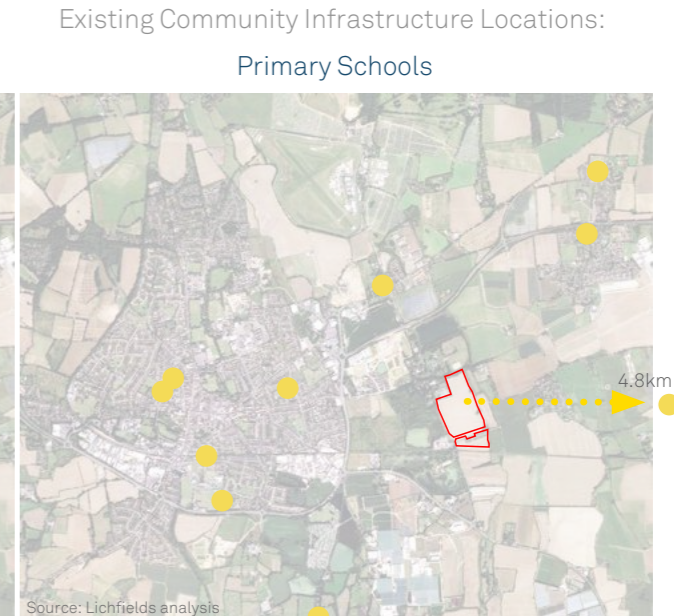
The maps on this page show the locations and therefore distances of the community infrastructure facilities from the site.



- Amenity Green Space
- Natural Green Space
- Allotments
- Parks & Recreational Grounds



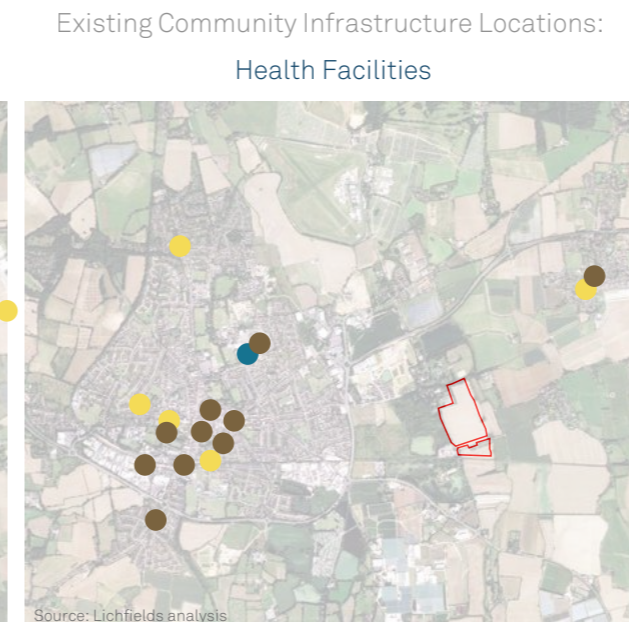
- Teenage Facilities
- Play Space (Child)



- Primary Schools



- Secondary Schools



- Hospital
- GP
- Dentist



- Indoor Sports Centre
- Community Centre
- Museum
- Library
- Place of Worship
- Amusement Centre

04
Constraints and
Opportunities

4.1 Constraints & Opportunities

The challenge in developing the Land East of Drayton Lane is to provide a high-quality sustainable framework which can form a natural extension of the development at allocated site AL3. The constraints and opportunities diagram opposite highlights the key considerations in achieving this:

Draft Allocation AL3

The new development will be consignant of the nearby development at allocated site AL3 (draft allocation at present). Currently, limited details are available, however it is likely that connections both in terms of infrastructure and built-form as well as natural connections such as landscaping and ecology will be required to bring the two sites together.

Sustainable Transport

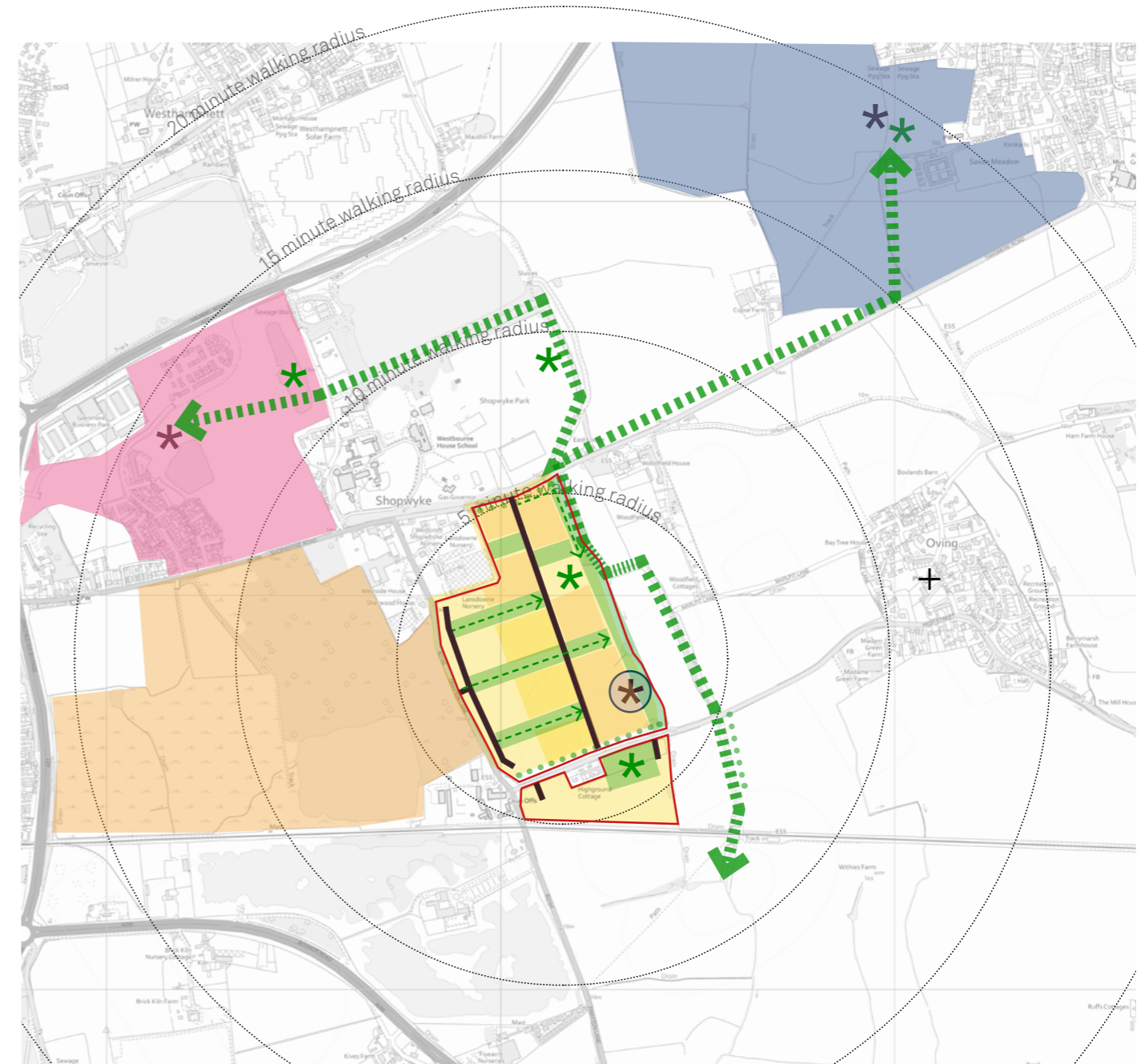
The new development will be provided with sustainable transport links, promoting cycling and walking. There is an opportunity to connect to the wider transport strategy network, in particular to the nearby development at Shopwyke, as well as draft allocation AL3 and aspirational cycle networks.

Landscape

Much of the landscaping and its associated value, has been severely diminished due to the Great Storm, ash die back and extensive farming. This proposal seeks to reinstate a wide variety of landscape features of different scales to greatly enhance the natural setting.

Ecology

Due to the intensively farmed arable land the main land parcels do not present high ecological value, there is opportunity to improve this by connecting into the existing rich ecological habitats bordering the site, namely the wildlife corridor to the east and the woodland to the west on the other side of Drayton Lane.



- Site boundary
- Developable Density 1
- Developable Density 2
- Tangmere Development
- Hierarchy of Green Spaces
- Flood Risk Parkland
- Green Way Routes
- Integrated Vehicular Route
- Pedestrian Distance from Church
- ✱ Mixed-use Community Node
- ✱ Landscape Attractor Node
- | Green Spine
- + Oving Church
- Existing Community Park - Retained and Improved
- ⋯ Perforated Green Edge
- Village Edge Improvement

05

Proposed Masterplan
Response and Technical
Considerations

5.1 Site Vision

The Vision at the Land East of Drayton Lane hinges around the concept of connectivity. It is presented as an extension to the draft allocation AL3 site and is a landscape and ecology led masterplan. The development celebrates the rich wildlife characters of the different surrounding landscapes and uses the connection between countryside and community to generate its character & identity.



COMMUNITY OF VILLAGES

A development that provides an extension of draft allocation AL3 site and consists of a series of distinct but interconnected plots that sit sensitively within the open countryside.

Housing:
Inclusive housing mix that will respond to emerging plans at the draft allocation AL3 site.

Landuse:
Create unique community facilities, open space and play space that benefit the residents of nearby developments as well as new residents. These have been carefully selected and designed to complement facilities in nearby developments.

Density:
Distribution of massing to form distinct edges, centres, and links between the zones. They respond to the proposed housing density at draft allocation AL3 site and the landscape and open countryside surroundings.

CONNECTIVITY



BUILT FORM | HERITAGE | VIEWS

The new built form responds to the relatively low density of the adjacent draft allocation AL3 site and surrounding open countryside whilst still proposing a feasible development.

Architecture:
Buildings will be varied in type, design, mass and scale, reflecting the best standard in rural design and referencing nearby exemplar buildings and plot sizes.

Public realm:
The development builds on the identity of a countryside village. A hierarchy of open spaces in and around the new development plots connect to the surrounding countryside.

Transport
Green vehicular, pedestrian, cycleways and bridleways will respond to important view corridors and landscape settings to stitch the site together. New road networks will connect the site at multiple nodes to the wider network.



BIODIVERSITY | LANDSCAPE

A landscape led masterplan which celebrates, protects and restores the countryside.

Landscape:
Landscape view corridors capture the unique setting between the solace of the countryside setting and the sense of a village community.

Ecology:
The proposal will provide a large biodiversity net gain by transforming intensively farmed agricultural farmland into a rich ecological landscape, bringing in the wildlife corridor and the woodland glades into the heart of the site.

Hydrology:
The masterplan will safe-guard the flood zones and provide Sustainable Drainage Solutions.

5.2 Masterplan

- 1 | Entrance from Tangmere Road
- 2 | Development Plot
- 3 | Residential wildlife Park
- 4 | Bridleway Park
- 5 | Residential woodland park
- 6 | Playing pitches
- 7 | Playing pitches/SuDS
- 8 | Community facilities
- 9 | Community orchard
- 10 | Entrance from Drayton Lane
- 11 | Existing waterbodies
- 12 | Woodland path link (aspirational)
- 13 | Loop cycleway and footpath
- 14 | Entrance from Oving Road



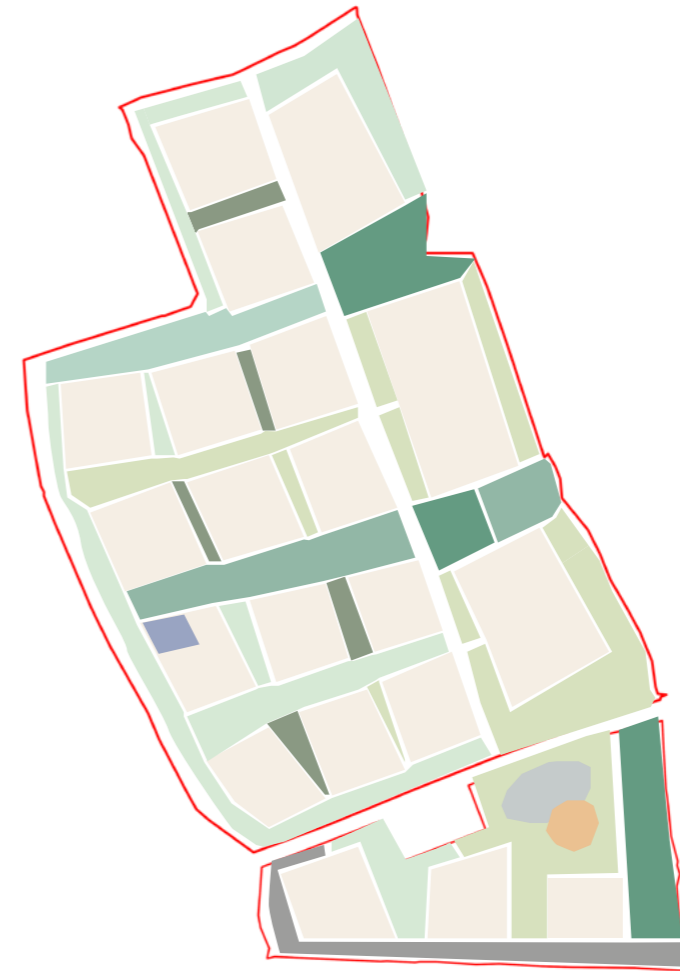
5.3 Land Use

Type of Space	Area Required (ha)	Area Achieved (ha)
Open Space (Informal)		
Parks and Gardens	1.6-1.7	1.89
- Bridleway Park		1.02
- Railway Park		0.87
Amenity Green Space	1.2-1.3	1.4
- Community Green		0.15
- Allotments		1
- Community Orchard		0.32
Natural and Semi-natural	3.7-3.8	13.3
Open Space (Formal)		
Outdoor formal playing fields	3.3-3.4	2.7
- Playing Pitches	2.5-2.6	2.5
- All outdoor formal space	3.3-3.4	2.7
Designated play areas	1.13-1.17	0.72
- Designated structured play areas	0.51-0.53	0.72
- Other play spaces (including MUGA)	0.61-0.64	NA
Built Form		
Transport Infrastructure		
Transportation Routes	NA	1.1
Community Facilities		
Café, shop and green	NA	0.2

Our proposal at Land east of Drayton Lane can be characterised by a variety of different land uses, ranging from low to medium density developable land parcels, to areas of natural open space. This broad variety of land uses is illustrated in the diagram opposite and summarised in the schedule below. The mixture of different uses will animate the new development as well as serve the communities in Shopwyke and the draft allocation AL3 site.

Land Use Key

- Built-form
- Community facilities
- Bridleway Park
- Residential wildlife park
- Residential woodland park
- Railway park
- Allotments
- Community orchard
- Playing pitches
- Structured play areas



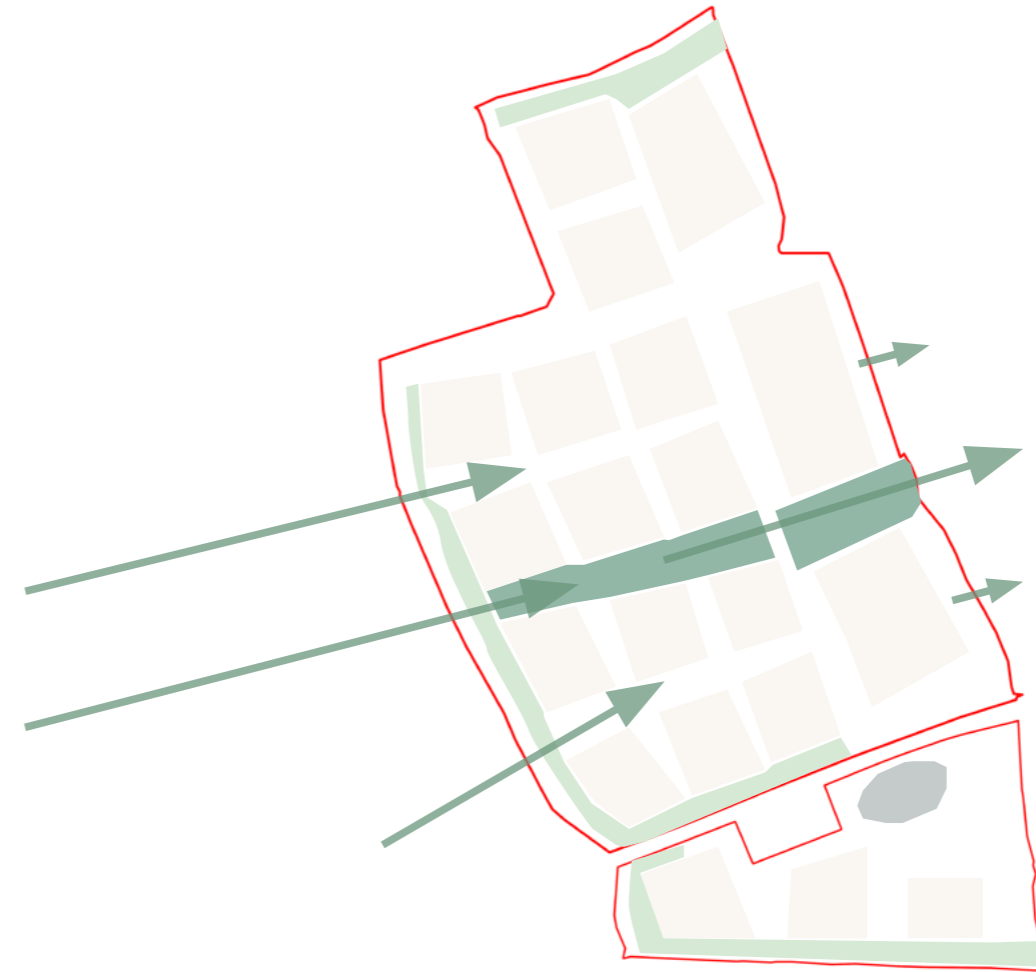
Land use diagram of our proposal






Example area schedule for our proposal

5.4 Landscape

The proposals bring forward the opportunity of linking and improving connections and movement corridors to assets within the site and encouraging linkages to assets further afield. This includes developing an ecological corridor of coverts, wildflower meadows and possibly orchards.

The proposal restores an area of countryside that has been stripped of its ecological value and character. The landscaping design, view corridors and new green cycleways and footpaths link into the open countryside surrounding the site.



-  Built-form
-  Connections to the wider landscape - Wildlife Corridor (east) and the existing woodland (west)
-  Community orchard
-  Green margins along road corridors
-  Green spine to align with church spire in Oving village

5.5 Transport

Vehicular access into the site would be provided at multiple locations on Tangmere Road, Drayton Lane, and Oving Road. It is intended that these would be configured as T-junctions, and they would be designed to ensure appropriate vehicles can safely enter and exit the proposed developments. It is considered that locally the two key destinations would be Chichester and Bognor Regis. The most direct route to Bognor Regis is south via the A259, and the most direct route currently to Chichester is via Shopwyke Road. However, it is noted that CDC has a scheme for the A27/ Shopwyke Road junction which would prioritise bus and local residential access to/ from Shopwyke Road. If this comes forward then it is likely that trips to and from Chichester would more likely use the A259 corridor or travel through the Shopwyke Lakes development to reach the Portfield Roundabout. The Portfield Roundabout has a mitigation scheme identified as part of the Chichester Local Plan process, and WSCC is currently undertaking a review of improvements to the A259 corridor. Car parking provision within the development would be in line with WSCC guidance.

There is scope within either the land owned by CCoFE or land within the highway boundary to accommodate a continuous footway along Tangmere Road between the site and the Tangmere development. The sections within CCoFE land could also potentially be widened beyond 2m to accommodate an off-road cycle lane through either a shared footway/cycleway or segregated facility.

A combination of on-street footways and cycleways and off-street footpaths and cyclepaths would be provided within the development to maximise the ability to walk and cycle within the development. These would be incorporated where possible within the green linkages and the locations of these are shown in the preliminary masterplan.

The bus operation in the vicinity of the site is currently limited to the infrequent 85/85A service. There have been preliminary initial discussions with Stagecoach in regards to the Barnham Eastergate and Westergate development, and this dialogue has set out potential for a new route between Littlehampton and Chichester, with the route from Barnham to Chichester to be determined. There is a compelling case, given the scale of new development in this corridor east of Chichester, and the housing proposals at Barnham Eastergate and Westergate for a higher frequency bus route that serves the development. There are two route options either via Oving Road or Tangmere Road, but given the strategic scale of development proposed at Tangmere, it is likely that Stagecoach's preference would be to route the bus via Tangmere Road.

- Existing bus stop
- Existing railway cutting through site
- Existing Roads
- New vehicular access points into site
- New roads
- Existing PROW
- New footways
- New cycleways
- New bridleway



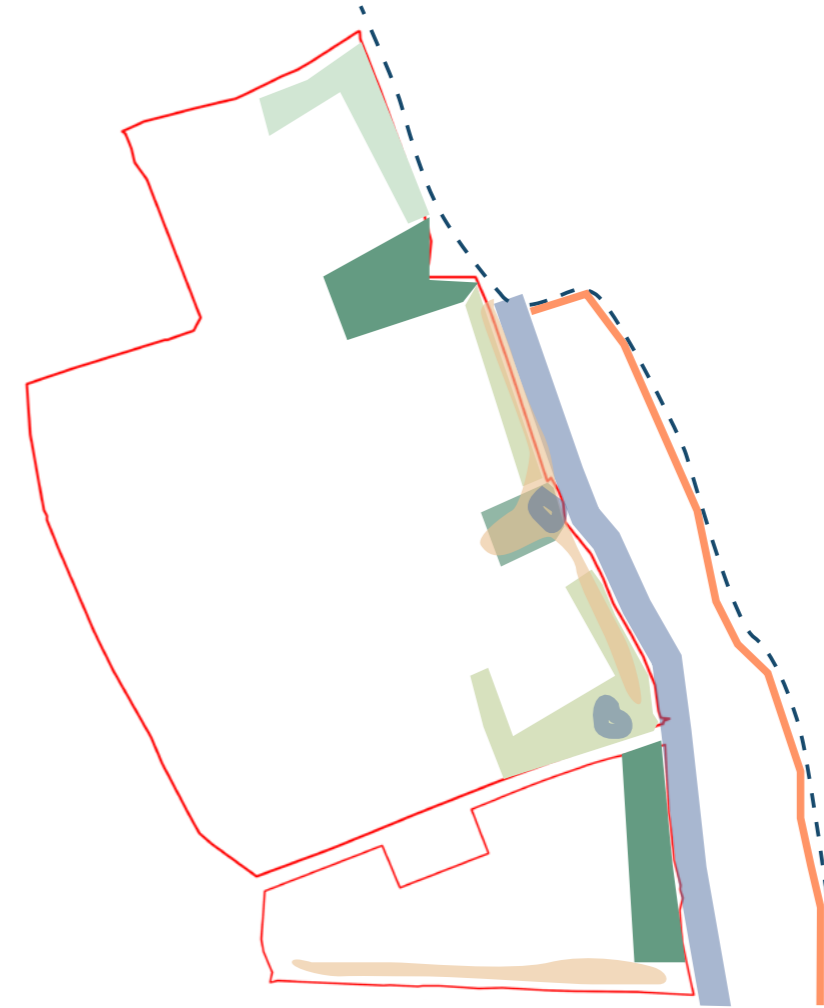
5.6 Flood and Drainage

Potential future development of the site should have due regard to floodplain extents, limiting any built form within the area most at risk. Areas within the floodplain should be given over to landscaping, amenity and recreation uses where possible. Where development must interact with the floodplain, such as improved highway designs and junctions, designs should ensure new infrastructure will be at low risk of flooding in the future and should seek to improve flood risk where possible.

The watercourses, ditches and other waterbodies should be retained where possible, and a suitable standoff from the top of bank applied in line with guidance published by the Lead Local Flood Authority and Environment Agency as appropriate. As part of emerging proposals, a strategy for the management of surface water will be required, based on sustainable drainage principles. This should look to capture surface water runoff generated by the development as close to source as possible, and holding it within the site before being allowed to discharge from the site in a controlled manner by an appropriate method. The strategy should include above-ground SuDS features where possible to achieve the 4 pillars of good SuDS design outlined in the CIRIA SuDS Manual.

Early engagement with Southern Water as the current sewerage undertaker is recommended to ensure that development aspirations are considered as part of their strategic management of their foul drainage network, considering the potential upgrades required to their network to serve future development in a sustainable way to meet their obligations under the Water Industry Act 1991.

-  Existing pond
-  Existing watercourses retained
-  Edge of flood boundary
-  Existing flood defences
-  Residential wildlife park (edge of flood zone)
-  Residential woodland park (edge of flood zone)
-  Playing pitches (edge of flood zone)
-  Designated play areas (edge of flood zone)
-  Proposed SuDS



5.7 Ecology

The proposals for the site provide an opportunity to enhance connectivity between existing corridors passing through the wider landscape, which would complement and indeed enhance the Strategic Wildlife Corridors identified within this area. By retaining existing features of greater ecological value, wherever possible, providing new native species-rich habitats such as wildflower grassland, hedgerows, woodland and wetland, and the provision of long-term management, it is considered that net gains in biodiversity can be realised compared to the existing situation.

The proposal will include the provision of an interconnected, accessible Green Infrastructure network which passes through and across the site, including a network of formal and informal footpath routes. This network would provide new with attractive, 'on the doorstep' opportunities for informal recreation.

The potential presence of any protected/notable faunal groups and species would need to be carefully considered and will ultimately inform the detailed design of any emerging development proposals. However, with the retention and enhancement of existing habitats, the provision of new native species-rich planting as part of the green infrastructure network, and delivery of specific avoidance, mitigation and enhancement measures as required, not only can adverse effects be avoided but there would be an opportunity to deliver significant enhancements for faunal species compared to the existing situation.

In developing the proposals, early consideration will be given to opportunities to deliver Biodiversity Net Gain at the site, with the objective of ensuring that the new development would offset any unavoidable biodiversity losses, and aim to deliver long-term enhancements compared to the existing situation.

Assessment will be mindful of the provisions set out in the Environment Act, which in due course will require development proposals to demonstrate that net gain will be secured as part of planning consent. However, given the existing baseline it is anticipated that there would be ample scope for significant gains to be achieved at this site, which would fully accord with the relevant threshold.

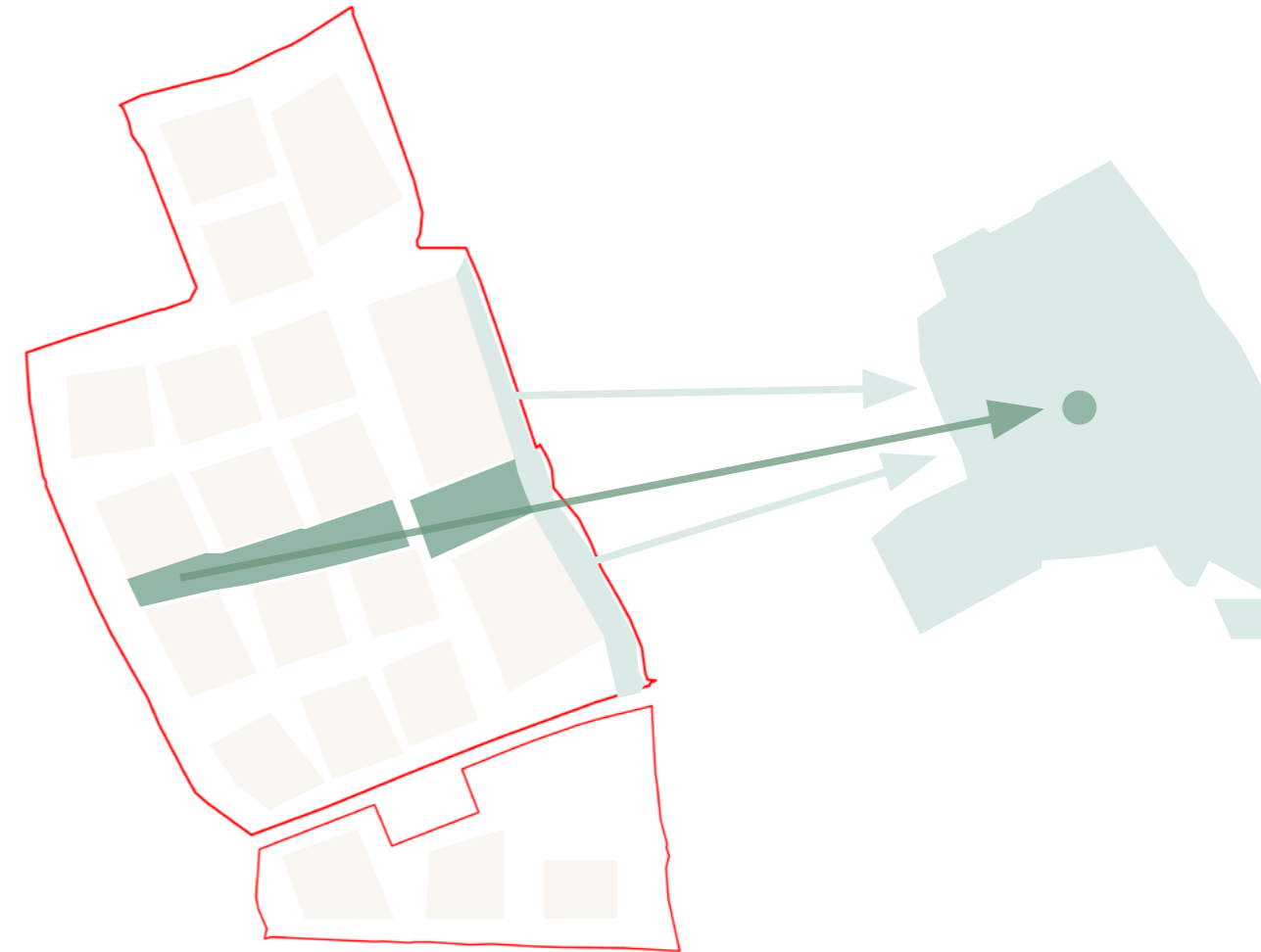
- Bridleway Park
- Ecological routes through the site
- Residential wildlife park
- Connections to the wildlife east of the site
- Residential woodland park
- Connections to the woodland to the west
- Railway park
- Allotments
- Community orchard
- Playing pitches
- Structured play areas






5.8 Heritage

The nature of the site, which is primarily undeveloped agricultural land does not present any immediate opportunities or constraints with regards to heritage assets within the vicinity of the site boundaries. However, Oving village located to the east of the site has a rich settlement history and many important historic and listed buildings, the most visible of which is St. Andrews Church.

St. Andrew's Church is clearly visible from within the site boundary, and as such there are important views towards the spire which form view corridors from which development plots are configured around. The diagram opposite shows how the layout of the development plots within the site are angled, opening up towards these important views. In addition, the landscape buffer along the eastern edge, with minimal development and obstructions will allow unfiltered views along the entire length of the site.



-  Views maintained to St Andrews Church, Oving
-  Views to connect to the historic buildings in Oving
-  Proposed built-form

5.9 Community Infrastructure

Lichfields has undertaken an initial community infrastructure audit, and high-level assessment of the balance between supply and demand for community and social infrastructure generated by the potential development of land east of Drayton Lane on an identified local impact area (LIA).

This has identified the following potential effects from the development of land east of Drayton Lane:

Open space : Development of the land east of Drayton Lane could result in a demand for informal open space provision (parks and gardens, amenity green space and natural/semi-natural green space) of up to 6.8ha, and formal open space (including playing pitches) of up to 3.4ha.

Play space : Development of the land east of Drayton Lane would generate demand for up to 1.17ha of play space.








The audit does not anticipate any need for mitigation in relation to primary or secondary school provision or health care provision, in relation to development east of Drayton Lane. The development may result in the need for expansion and/or adaptation of other community facilities, and engagement with key stakeholders will be undertaken.

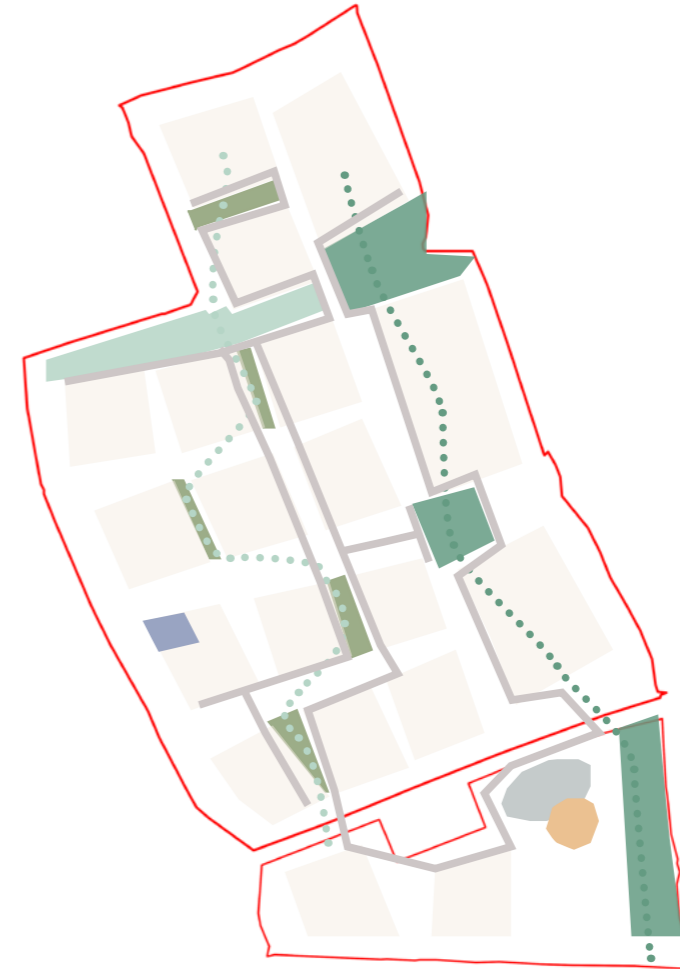
A network of community infrastructure buildings and open spaces will be dispersed across the development. Smaller, structured play spaces will be distributed amongst the development, these will be easily accessed by residents, especially those with families and young children, as houses will always be within an easy walkable distance from the closest playspace.

Larger playing pitches and sports fields are located along the eastern boundary and form a focal point at the ends of the bridleway, residential wildlife and residential woodland parks. These are connected by a green buffer on the eastern edge with expansive views across the open countryside and towards Oving village.

Community facilities will be located towards the west of the site. Spaces such as a café, farm-shop and flexible-use small hall will become a focal point for the development. The precise nature of these spaces will be developed during later stages. Located carefully between areas of higher density housing, these will benefit from a relatively high level of footfall and become active spaces in the community and include proximity to the draft allocation AL3 site.

In the land parcel south of Oving Road a community orchard and adjoining allotments provide an outdoor community space. As well as serving individual residents, these spaces could host a variety of functions, such as outdoor education classes, outdoor summer performances and other seasonal events.

-  Built-form
-  Community infrastructure connecting the new development
-  Community facilities
-  Allotments
-  Community orchard
-  Playing pitches connecting across the site
-  Structured play areas through the new development



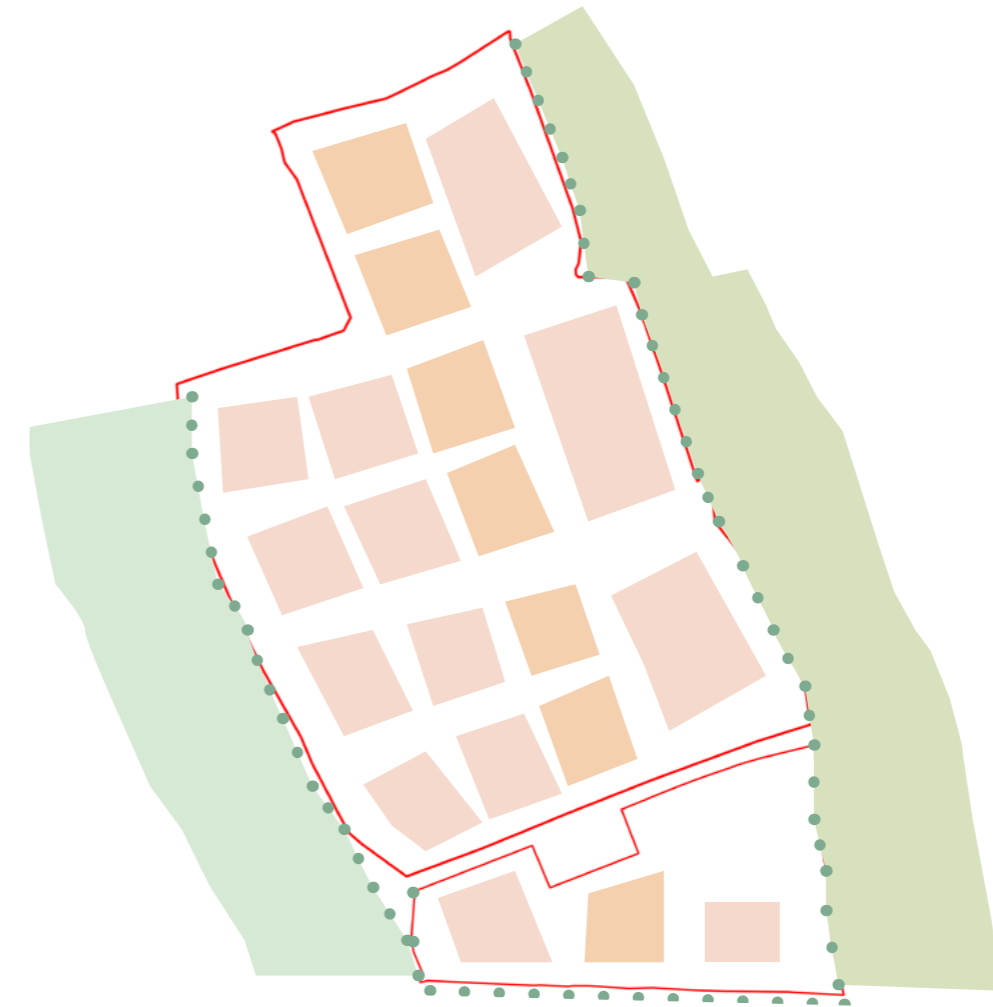
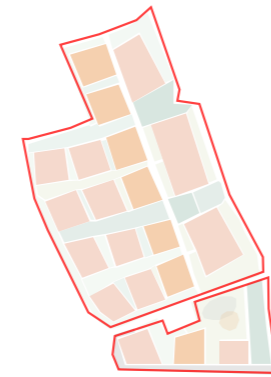
5.10 Housing Delivery

The overall vision for the Land East of Drayton Lane is for this site to either be bought forward as an extension of draft allocation site AL3 as part of Chichester District Councils Local Plan Review. The housing delivery has been carefully planned to accommodate this scenario although this can be adopted and amended in future stages in line with the overall site delivery plan.

Whilst preparing this Vision Document there has been a limited amount of information available regarding the detailed plans for draft allocated site AL3. The only information available is the proposed housing density of 17dph across the site. Our development proposes a total of 700 new houses and density of this site has been developed accordingly to a site-wide density of 22dph.

Density

The development plots have been broadly categorised into 2 density classes low-medium and medium. Lower density plots are located towards the edges of the site, and medium density plots located towards the centre. It is anticipated that this spread would form a natural extension of the density in the woodland setting along the boundary of the draft allocated AL3 site to the west.



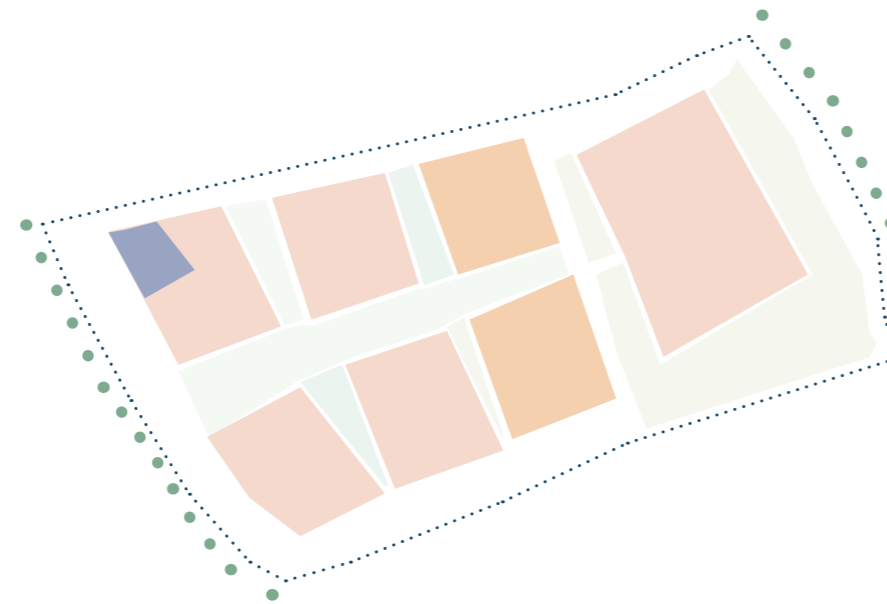
- Low-Medium density
- Medium density
- Wildlife corridor
- Woodland edge
- Sensitive edge boundary

5.11 Housing Mix

The housing mix will comprise of different scales of housing, from compact 1-bedroom units to more expansive and larger detached units with 4+bedrooms. The housing mix responds to the landscape character area and site edges.

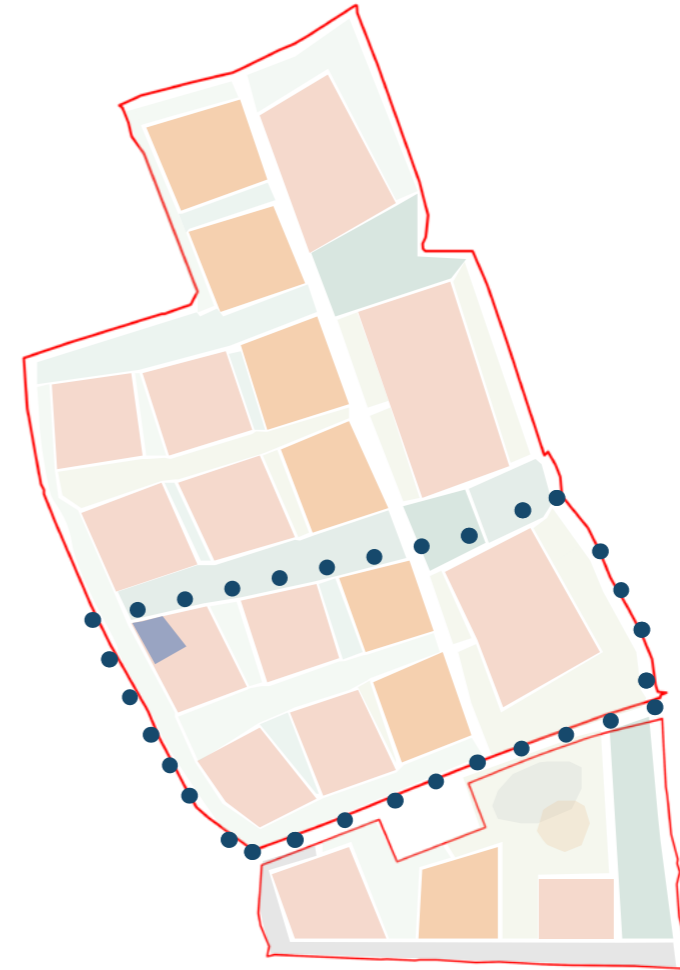
Tenure and Mix

The tenure will be mixed in accordance with Chichester Local Plan guidelines. The proposed mix of tenure will include Affordable rented housing, Low-cost home ownership and Market Housing. The housing mix will be considered in line with the requirements identified in the SHMA and will aim to meet the local plan target.



Hamlet 1 | The Orchard Stream Hamlet

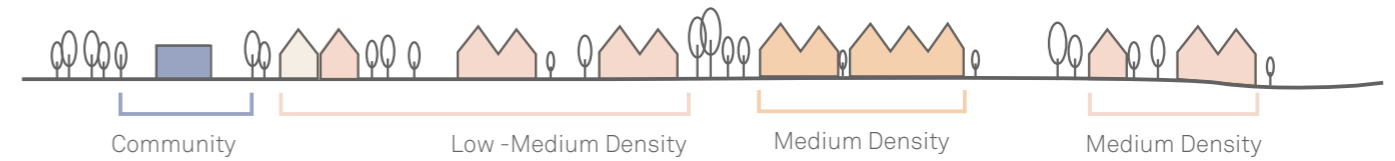
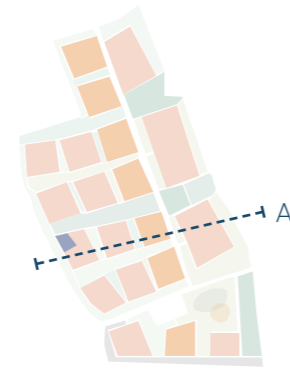
- Low-Medium Density | 7 houses per hectare
- Medium Density | 12 houses per hectare
- Sensitive edge boundary



5.12 Architecture

Whilst the architecture and building typologies will be developed at a later stage, establishing principals will be defined at the outset as these will provide a picture of the emerging detailed design. The architecture will draw on high-quality rural typologies.

The design of the houses will be in keeping with the surroundings, using appropriate cladding materials with the overall massing and form of the houses being inspired by exemplar countryside developments. The homes will be of high quality, providing ample natural daylight and natural ventilation and private and semi-private amenity space. Houses will vary in scale, from compact terraced houses to larger farmhouses, which will all be developed in further detail during the next stage of design. In keeping with the low-lying surrounding countryside houses will be limited to 2.5 stories maximum to reduce any visual impact.



Section A



Low-Medium Density Housing



Low-Medium Density Housing



Medium Density Housing

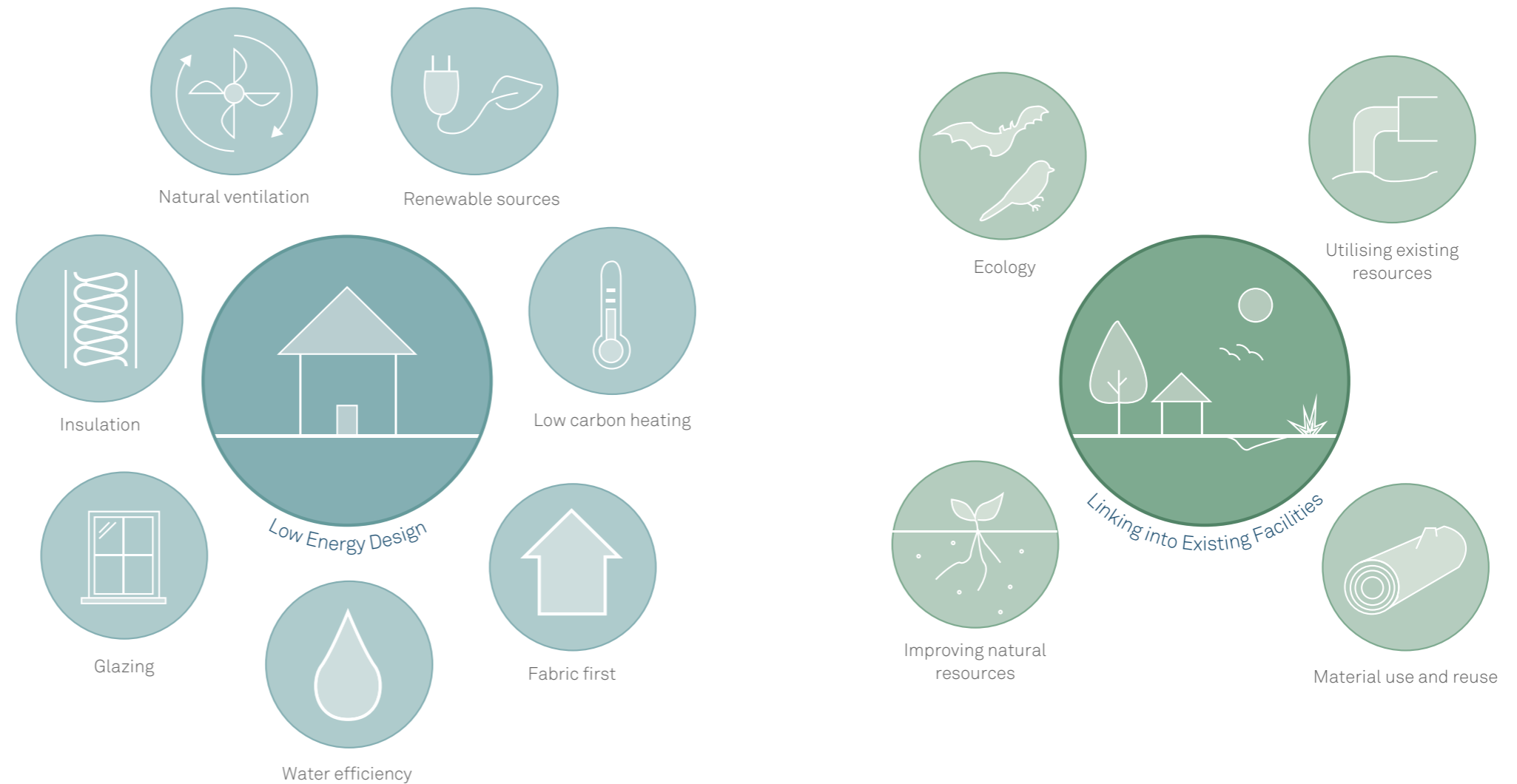
5.13 Sustainability

In recent years the efforts to rethink our effect on the environment have become known as “sustainability” and it is a key component of thinking for our proposed development at the Land East of Drayton Lane which we will incorporate wherever possible. The CCoE aim to provide sustainable developments, measured against 10 material topics, including addressing climate change and working towards net-zero. In addition, Chichester District Council declared a climate emergency in 2019 and has subsequently produced and Action Plan that requires a 10% year on year reduction in carbon emissions from 2019 to 2025.

The entire team, as part of the preparation of the vision masterplan, has started to embody sustainability principles into the thinking behind the development. Measures extend from the way that the masterplan is located on and around the site and interfaces to its environment through to the minutiae of decisions about reducing the impact, connecting into existing networks and bio-diversity net gain that make up the proposal. There is a plethora of both big ideas that have been incorporated and an understanding of the intricacies of details that need to be resolved as the design progresses.

The development will, where possible, adopt a progressive, and hierarchical, approach to resource efficiency:

1. Displacing the need for the consumption of a resource through natural means by utilising the sites climate and natural resources to maximum efficiency.
2. Utilising resources as effectively as possible, through the use of a considered approach to both systems design and material usage and reuse.
3. Generating renewable resources to displace residual demands.



06



The Opportunity at Land
East of Drayton Lane

6.1 Key Benefits



Restoration of Historic Landscape Features

- New tree and hedgerow planting to link up existing hedgerow and tree groups.
- Restoring lost trees as a result of farming practices, Dutch Elm disease and Ash Die Back.



Green Infrastructure Networks & Biodiversity Net Gain

- Retention of existing landscape features such as trees and hedgerows to create varied and multi-functional green spaces.
- Creating biodiversity enhancements with new grassland and native habitats within the site.



Affordable Homes

- Providing affordable housing in line with Chichester Local Plan guidelines





More Homes

- Providing a good mix of homes and housing types, reflecting the needs and aspirations of the local community.



A Space for Community

- Creation of a local level equipped play space and recreation areas including play equipment and sports and playing fields



Healthy Neighbourhood

- Careful integration of communal open spaces for recreation and amenity – linked with existing footpaths and cycle routes.
- Developing a productive landscape with easy access to allotments and orchards for the local community.

6.2 Next Steps

The land east of Drayton Lane is fully within the CCofE's control, is available for development now and is deliverable with some development achievable within the first five years of the plan period. It represents an opportunity to provide new homes, facilities and significant community benefits, through a sensitively designed development that integrates into the surrounding landscape.

This document sets out a vision that demonstrates how the land could be developed into an attractive development, which meets the Parish and District Council's aspirations, delivers community benefits, and could be delivered in phases over the plan period.

As a next step, the CCofE and consultant team would be pleased to work with Chichester District Council, Oving Parish Council and the local community to draw up the principles of development for this site.



Sketch view of the proposal at Land East of Drayton Lane



Land East of Drayton Lane



richards partnership

Pell Frischmann



ECOLOGY SOLUTIONS
Part of the ES Group



LICHFIELDS



TERENCE
GROUP

TATE
+ CO