

LAND TO THE NORTH
OF GOSDEN GREEN

SOUTHBOURNE

VISION
DOCUMENT



Hallam Land
Management

FEB 19

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1.0 INTRODUCTION



This Vision Document describes the potential for development of land to the North of Gosden Green, Southbourne. The Vision Document has been prepared to support representations by Hallam Land Management Ltd (HLM or Hallam) in response to the new Local Plan by Chichester District Council, and to facilitate engagement with the Southbourne Neighbourhood Plan Group, in their preparation of an updated Neighbourhood Plan.

The new Local Plan is being prepared in order to provide for the housing needs and economic development of the district up to 2035. The current consultation document proposes a minimum of 1250 new homes at Southbourne. The Neighbourhood Plan is similarly being updated in order to respond to this strategic allocation.

The proposed site extends to 8.35ha in area and is located to the north of Main Road (The A259), Southbourne (refer to Figure 1).

The site comprises of an agricultural field defined to the north by the West Coastway Rail Line, to the east by the edge of current development to the north of Alfrey Close, and to the south by properties fronting Main Road and Parham Place (part of the recent Gosden Green development). To the west the site extends as far as an existing caravan park and isolated properties on the edge of Hermitage.

To the west and north of the site an existing Public Right of Way (PRoW) passes around the site's boundary and crosses the rail line via an existing at grade crossing. A second PRoW passes part way along the site's eastern boundary, linking Main Road, to the south, with current development on the edge of Southbourne and Garsons Road to the east (refer to Figure 2).

Current development under construction on the edge of Southbourne was planned and designed by Hallam in consultation with the Neighbourhood Plan Group. This development, referred to as Land to the North of Alfrey Close or Phase i, included an access from Alfrey Close, safeguarded land for the construction of a strategic road link over the Rail Line and the 'Green Ring', a strategic ribbon of open space wrapping around the edge of the settlement (Neighbourhood Plan Policies 3 and 9).

The proposed development, referred to as Land to the North of Gosden Green or Phase ii, provides an opportunity for the development of up to 110 homes including, 30% affordable homes, (in line with Policy 34 of the Chichester Local Plan), and a community building or medical facility.

Phase ii will reflect the best qualities of housing found in the area whilst responding to the need to create a 21st century neighbourhood designed to reduce carbon, save energy, conserve water and enhance biodiversity.

Phase ii will deliver the following key benefits:

- *up to 110 high quality houses, including affordable housing;*
- *the potential to deliver specialist housing for the elderly;*
- *the potential to deliver a community building / medical facility;*
- *delivery of the first phase of the strategic link road over the West Coastway Rail Line;*
- *provision of an alternative to the Alfrey Close access to the Phase i development;*
- *facilitates a wholesale review of the public footpath network in this location to provide alternatives to the at grade crossing of the rail line;*
- *complements the Green Ring with extensive open space and clearly defined edge to Southbourne;*
- *provision of youth play space / facilities;*
- *wholesale enhancement of site wide biodiversity; and*
- *Improves connectivity / easy access to facilities in Southbourne from residents throughout the parish, including Hermitage, enhancing the local economy and increasing the sustainability of outlying communities.*




Figure 1 - Site Location





Figure 2 - Site Overview



-  Land to the North of Alfrey Close, Southbourne Phase i (Under Construction)
-  Land to the North of Gosden Green, Southbourne Phase ii
-  Land at Loveders Mobile Home Park - Southbourne Neighbourhood Plan Policy 2 part 1



2.0 AN EMERGING VISION



VISION STATEMENT

Development to the North of Gosden Green will provide an attractive, high quality, connected and sustainable extension to Southbourne, which fits sensitively within its context, provides meaningful open space, youth play facilities, community facilities and biodiversity enhancement, whilst creating a robust separation between Southbourne and Hermitage. Development will help to deliver strategic infrastructure for the wider settlement.

We believe that development on land to the North of Gosden Green could come forward as a first phase of a broader development of land to the west of Southbourne. Our initial capacity estimates have identified that the Phase ii site, coupled with land between the West Coastway Rail Line and the A27, would deliver the District Council's target of 1250 dwellings, alongside land for the expansion of the Bourne Community College and the open space and green infrastructure required to meet recreation needs and maintain a separation between Southbourne and Hermitage. Indeed land to the North of Gosden Green is available now and could be delivered early within the plan period to help meet local housing need.

Development within the site will be well connected to Southbourne via footway and cycle connections to the east and offers the opportunity to help realise the construction of a new strategic road and bridge link over the West Coastway Rail Line. On completion of a north to south link the site is well placed to provide Community infrastructure, including extensive usable open space, youth play facilities, and a community building or additional medical facility to serve the west of Southbourne. Improving connectivity through the site and therefore easy access to facilities in Southbourne for residents throughout the parish, including Hermitage, will help to enhance the local economy and increase the sustainability of outlying communities.

Development to the North of Gosden Green will effectively extend housing currently being constructed to the North of Alfrey Close. It would not only provide an alternative vehicular access to existing development but would also extend the range and availability of market and affordable housing available along the A259 road corridor. Development also offers the opportunity for age restricted and / or assisted living accommodation to meet local needs. Specialist housing for the elderly was previously consented on the development to the North of Alfrey Close, and the need for such housing remains. All new housing would be designed to ensure a high energy performance and capitalise on a north to south orientation for solar gain.

Development to the North of Gosden Green will provide for a significant area of open space. This will ensure space is available for the health and well being of Southbourne's residents as well as offering significant biodiversity enhancement. Open space will form a linked and integral part of both the development and the 'Green Ring'. Open space will be gifted to the Parish Council and consequently, through their stewardship will maintain a green gap between Southbourne and Hermitage in perpetuity.

3.0 PLANNING CONTEXT

The Chichester Local Plan 2014-2029, adopted in July 2015, provides a planning framework for development across the District. This local plan is currently under review with the Preferred Approach version of the Chichester Local Review having been published for consultation.



Housing Need

The purpose of the planning system is to contribute to the achievement of sustainable development.

Achieving sustainable development means that the planning system has three overarching objectives – an economic role, a social role and an environmental role.

In this context, the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings.

Local Plans and Neighbourhood Plans are an important tool in contributing towards sustainable development. Plans should inter alia:

- a) be prepared with the objective of contributing to the achievement of sustainable development;
- b) be prepared in a way that is aspirational but deliverable;
- c) be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees; and
- d) contain policies that are clearly written and unambiguous, so it is evident how a decision maker should react to development proposals.

The current Chichester Local Plan 2014-2029, adopted in July 2015, provides a planning framework for development across the District. The Local Plan sets out how development will be planned and delivered across the District, setting out a vision and a strategy for how to balance future development needs and environmental considerations. It includes policies and proposals that are used when we are determining planning applications.

This Local Plan is currently being reviewed. The Preferred Approach was published as a consultation document recently. This considers additional development needs over the period 2016-2035.

The Preferred Approach identifies a need for 12,350 additional dwellings to be built between 2016 and 2035, equivalent to 650 dwellings per annum. This is an increase compared to 505 dwellings per annum in the adopted Local Plan and reflects up to date evidence of population and household figure and housing affordability.

This consultation document continues the existing Local Plan's spatial strategy; with an emphasis on accommodating most new development within the East-West Corridor. This reflects the principle of locating new development at the most sustainable locations. Accordingly, the spatial strategy is based on the principle that most of the new development will be well located in and around the main settlement of Chichester together with Tangmere and Southbourne.

Southbourne is identified as a Settlement Hub. A Settlement Hub is defined as a centre providing a range of dwellings, workplaces, social and community facilities. Reflecting this, in the Preferred Approach Policy AL13 proposes that a minimum of 1,250 dwellings will be built at Southbourne.

Alongside the Local Plan Review the Southbourne Neighbourhood Plan is currently being revised. The Neighbourhood Plan will be responsible for identifying the strategic allocation and defining its form and function.





Suitability of alternative locations

The housing requirements for Southbourne, as identified in the Local Plan Review, demonstrate there will need to be a large area of land allocated for residential development. This means there needs to be consideration of potential sites for this allocation around Southbourne.

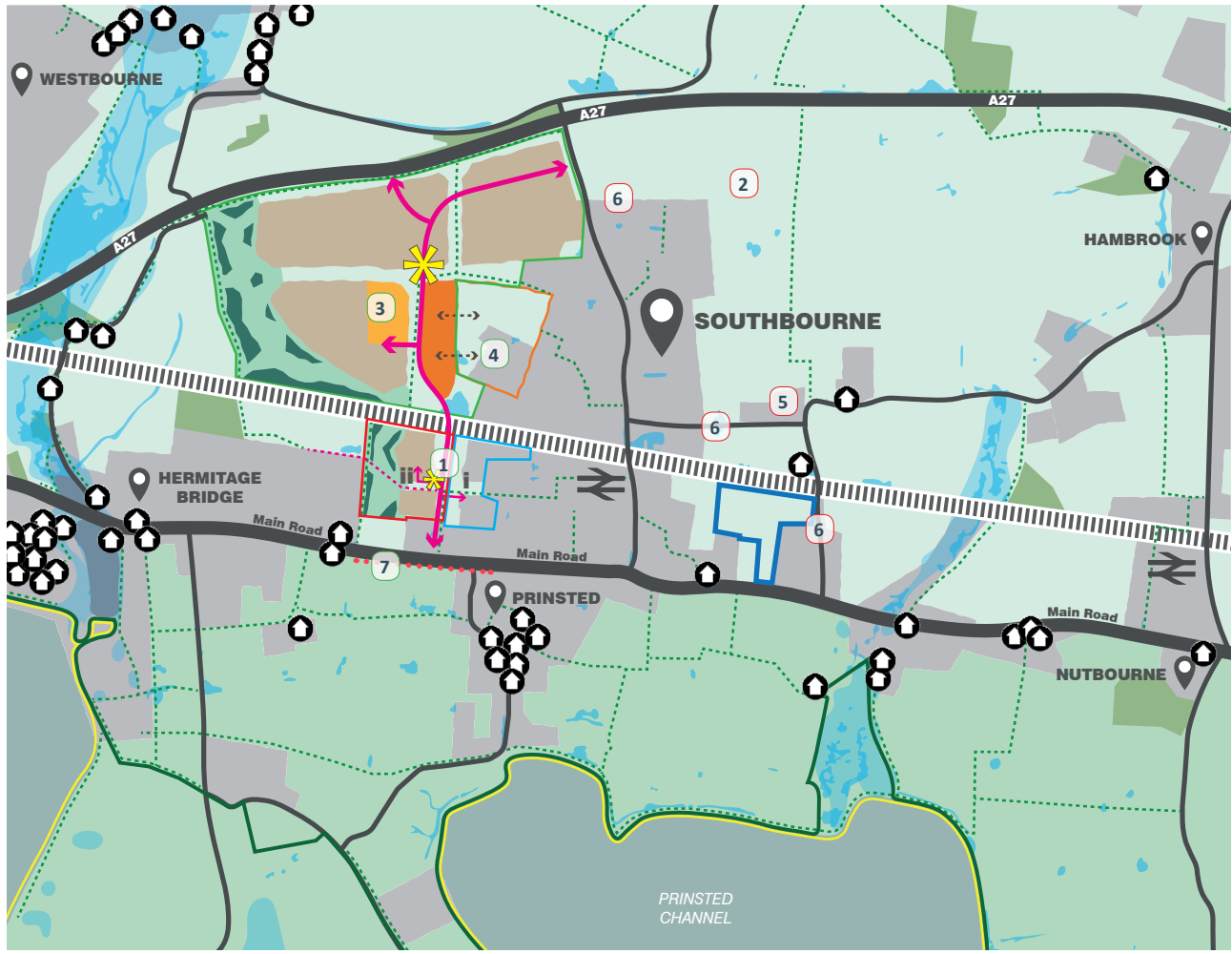
To meet the criteria set out in policy AL13, the land is required to be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport. This means that the land needs to be sited adjacent to the existing urban grain of Southbourne.

Due to the A27 to the north of Southbourne creating a physical barrier for development the two potential areas of this strategic allocation would be to the east or west of Southbourne. Development to the south of Southbourne would have a greater negative effect on the Chichester Harbour Special Protection Area (SPA) and Area of Outstanding Natural Beauty (AONB), and would potentially adversely affect the historic setting of Prinsted.

Development to the west of Southbourne is considered to be the most suitable for the following reasons:

- ① A strategic road link over the West Coastway Rail Line could be readily delivered between the proposed site to the North of Gosden Green and land to the north of the rail line, linking with Stein Road and / or the A27 to the north. Development to the north and south of the rail line could help provide this link. Indeed land to the southwest of Southbourne has already been safeguarded to provide a railway crossing.
- ② Land to the north east of Southbourne is likely to be more difficult to integrate to Main Road in the south. There are also fewer east to west Public Rights of Way with which to connect new development back into the settlement. To the west three number Public Rights of Way provide links to Garsons Road, Park Road and to Stein Road.
- ③ The field structure to the west comprises of fewer, larger fields. To the east development would need to work around / with a series of hedge and ditch boundaries.
- ④ Development to the west could provide for a logical extension to the Bourne Community College and / or a new primary school in close proximity to the college.
- ⑤ The setting of Inlands to the east of Southbourne would need to be incorporated within a new development area, or suitably buffered by development. There is no such constraint to the west of the settlement. Existing roads to the east of Southbourne such as Cooks Lane, Priors Leaze Lane, South Lane and Inlands Road are narrow, and would have limited potential to serve a large development area. To the west potential inter-visibility between development and land further to the south within the Chichester Harbour AONB is prevented as a result of Prinsted and robust boundary planting along Main Road and around Gosden Green.
- ⑦ It is for the reasons outlined above that we believe that development to the west of Southbourne would provide a more interconnected and sustainable extension to the settlement. Moreover development to the North of Gosden Green could come forward early in the plan period in order to help deliver a portion of the Strategic Road Link that would enable a full north to south connection of the rail line to come forward in due course.

Figure 3 - Site Context, Constraints and Opportunities



- Southbourne Phase ii
- Southbourne Phase i (Under Construction)
- Land at Loveders Mobile Home Park - Southbourne Neighbourhood Plan Policy 2(1)
- Land promoted by the Church Commissioners
- Special Protection Area
- Special Area of Conservation
- Chichester Harbour AONB
- Flood Risk from rivers or sea (High to Medium)
- Flood Risk from surface water (High to Medium)
- Listed Buildings
- Public Access Routes
- Significant Woodland
- Visual Barrier to the Chichester Harbour SPA and AONB
- Maintain Separation between Southbourne and Hermitage
- Potential Strategic Road Link
- Potential Community Hubs
- Potential Strategic Green Infrastructure
- Potential Development
- Potential Primary School
- Potential Extension to Bourne Community College

4.0 THE NEIGHBOURHOOD PLAN

In response to the emerging Chichester Local Plan and the release of the Council's published Preferred Approach document, Southbourne Parish Council are currently in the process of updating their Neighbourhood Plan 2014 to 2029.





A well-connected and integrated community with a shared sense of identity.

The Neighbourhood Plan allocates a number of sites throughout the Parish for housing development within the current plan period. These allocations are listed within Policy 2; part two which describes the Phase i development which is currently under construction (see section 5.0 for further details).

The Neighbourhood Group's Development Vision for Southbourne Parish (January 2019), and accompanying Development Brief, clearly set out, firstly that the Neighbourhood Plan is to be fully reviewed in order to establish a robust framework within which a minimum allocation of 1250 new homes can be provided, and secondly what factors need to be considered in order for new development to be considered acceptable.

The Neighbourhood Group are seeking to positively plan for change whilst ensuring that Southbourne's local distinctiveness is conserved and enhanced, and that coalescence with other settlements is avoided.

The development vision notes that:

"The Parish Council will support development that delivers the expansion of Southbourne as a well-connected and integrated community with a shared sense of identity rather than an insular, standalone addition."

The vision establishes 13 points of clarification which build on Chichester District Council's allocation of 1250 homes to Southbourne. These points highlight that the Parish favour a single large area rather than a piecemeal approach to development, a development that is well integrated with Southbourne, and a development that delivers meaningful social, transport and green infrastructure.

Despite a wholesale review of the Neighbourhood Plan, existing policy relating to the delivery of strategic green infrastructure (Policy 3 - the Green Ring) and a road crossing over the West Coastway Rail Line (policy 9), clearly remain important considerations for Southbourne, (refer to Figure 4).

In the short term development to the North of Gosden Green accords with paragraph 4.10 of the current Neighbourhood Plan, in that growth should be strategically located along the A259 (Main Road), to the south of the rail line. The A259 allows for the vast majority of commuting, shopping and leisure trips to take place without the need to cross the rail line along Stein Road.

In the longer term development to the North of Gosden Green presents a viable option for growth which would assist with the delivery of a Strategic Rail Crossing.

Development to the North of Gosden Green can be delivered quickly and would provide immediate benefits to the local area. It would provide an alternative access to the Phase i area, avoiding Alfrey Close, in line with para 4.26 of the Neighbourhood Plan.

Phase ii would also help to further deliver much needed new homes alongside publicly accessible Green Infrastructure, as embodied in Policy 3 of the current Neighbourhood Plan. This Policy describes the need for unified green infrastructure delivery as a key part of structuring the ongoing growth of Southbourne. It states that;

"development proposals that lie within the broad location of the Green Ring will be required to align their public open space requirements with its objectives."

As such Phase ii proposes to extend the 'Green Ring'.



With the delivery of new housing, a section of the north to south strategic rail crossing and an increase in the extent of the “Green Ring”, it is acknowledged that development will change the settlement extent of Southbourne. This is a recognised necessity in order to achieve the Council’s planned growth for Southbourne.

Crucially we believe that development to the west of Southbourne can come forward in a manner which prevents coalescence between Southbourne and Hermitage (see page 22) and which avoids any harm to the Chichester Harbour SPA and AONB. Development to the North of Gosden Green would be situated behind existing properties and businesses along Main Road, and as such would not be visible as one enters or leaves the settlement. To the north from the rail line and Public Right of Way the gap between Hermitage and Southbourne can be retained and enhanced with strategic planting and open space.

Moreover by building on the positive attributes of Phase i we believe that the development of Phase ii would be well connected with the existing settlement and would maintain the settlements’ distinctiveness and character.

The current Neighbourhood Plan notes that the review of settlement boundaries is guided by the following criteria (see para 4.7-8):

- *“Proximity to the Chichester & Langstone Harbours Special Protection Area – land is not in an area within the designated 400m buffer zone (in accordance with saved Policy RE7 of the 1999 Local Plan and NPPF para 118)*
- *Relative landscape sensitivity to development – not land within the Chichester Harbour AONB (in accordance with saved Policy RE4 of the 1999 Local Plan and NPPF para 115)*
- *Minimisation of local traffic congestion – only land south of the Stein Road railway level crossing (in accordance with saved Policy TR6 of the 1999 Local Plan and NPPF para 30)*
- *Flood risk – land in Flood Zone 1 only (in accordance with NPPF para 100)*
- *Proximity to local services – land in close proximity to either Southbourne, Nutbourne or Hermitage local services and/or public transport service routes (in accordance with NPPF para 70)”*

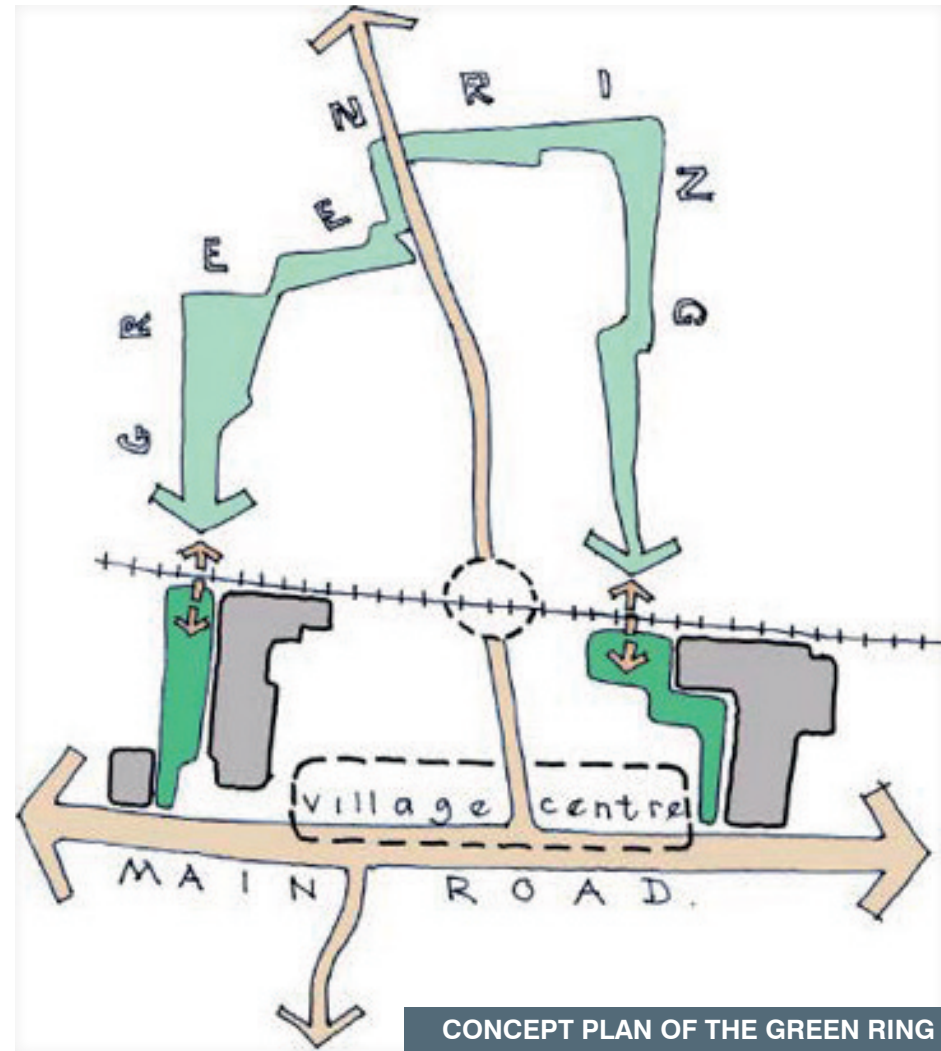
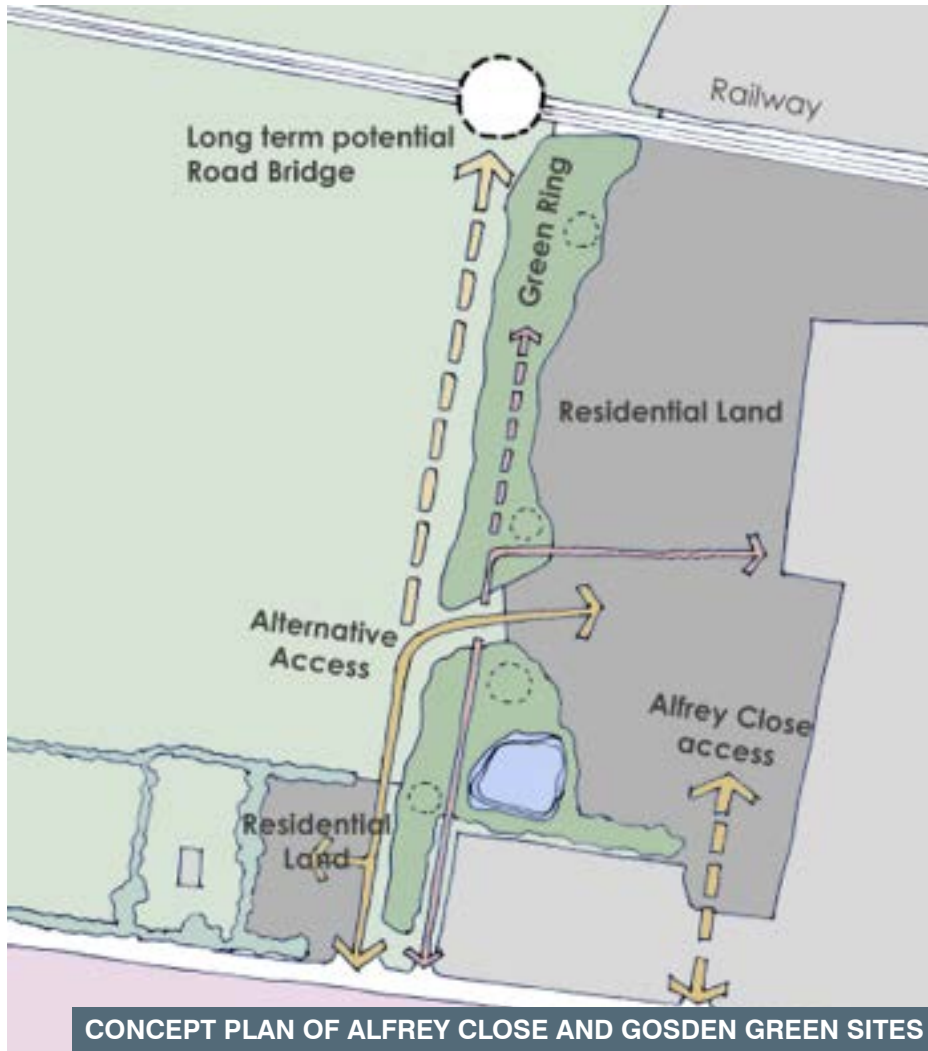
The plan goes on to state that,

“only where all five of the above criteria can be met is there a justification for a re-alignment of the boundary.”

It is considered that development of Phase ii would deliver positively against these objectives.

We believe that development to the North of Gosden Green offers an opportunity to come forward early as a first phase of a wider development to the west of Southbourne. The site is well contained, accessible without the need for extensive infrastructure, lies to the south of the rail line and provides tangible community benefits. The Phase ii development would help deliver against the policy requirements of the current Neighbourhood Plan and can be collaboratively planned and designed with the community to meet the objectives of the Parish Council’s Development Brief (January 2019).

Figure 4 - Extracts From The Neighbourhood Plan



5.0 SOUTHBOURNE PHASE i

Southbourne Phase ii follows the successful delivery of Phase i, to the North of Alfrey Close. Currently under construction by Miller Homes, Phase i is set to provide 125 new homes of different tenures and sizes in accordance with Policy 2 of the Neighbourhood Plan.














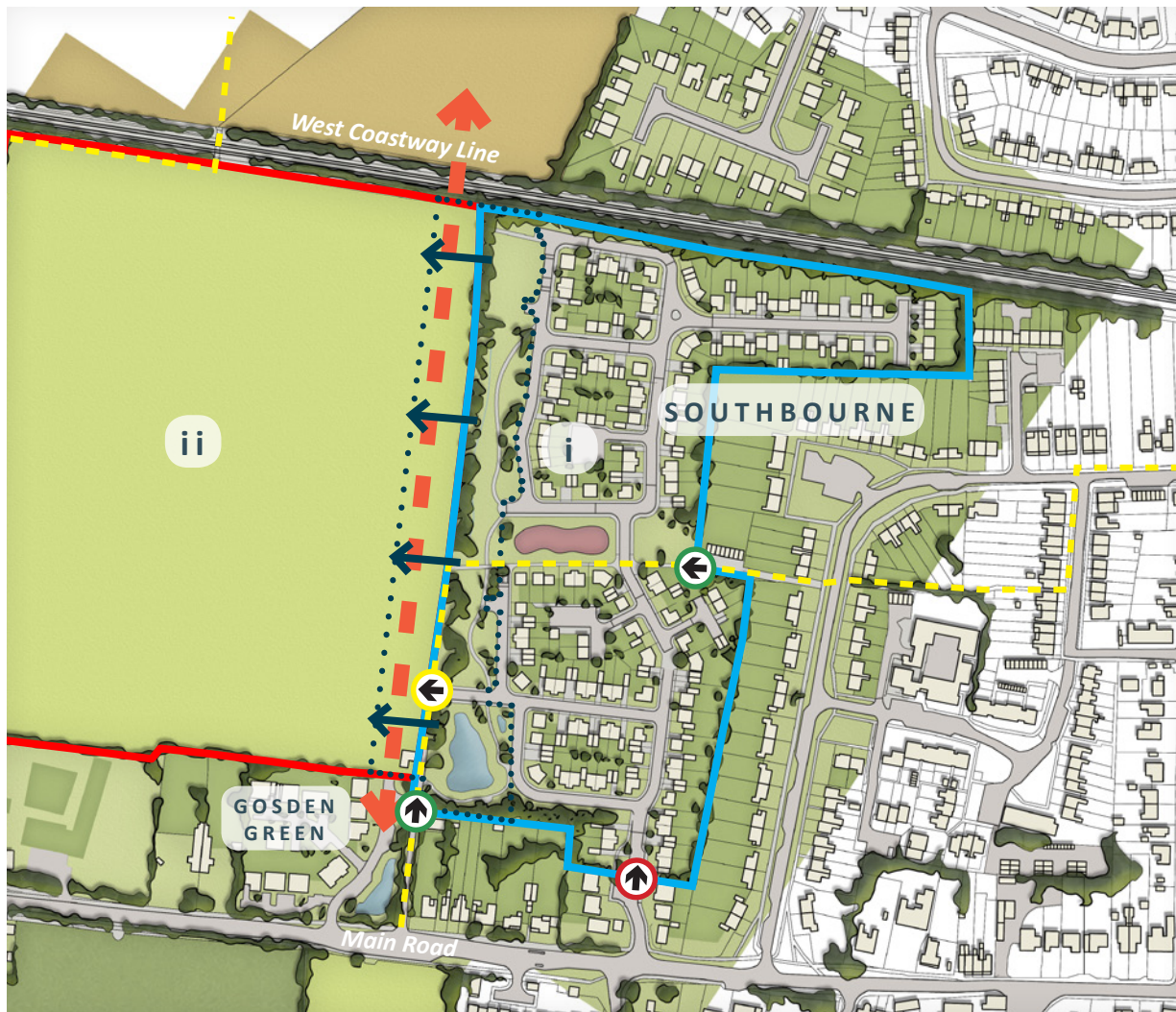
-  **Site boundary: 8.35 Ha**
-  Vehicular access
-  Pedestrian access
-  Potential vehicular link into neighbouring site providing alternative access to land North of Alfrey Close in line with Southbourne Neighbourhood Plan
-  Extents of the Green Ring in line with the Southbourne Neighbourhood Plan with potential to extend into neighbouring site
-  Safeguarded Land for Strategic Road Link
-  **Proposed residential plots: Circa 125 houses**
-  Roads / Lanes
-  Footpaths
-  Equipped play space catering for children's play, i.e. a different age range to the Phase ii
-  Tree planting
-  Sustainable Drainage Features (SuDS) and habitat creation
-  Retained existing public access route. Section A1 to A2 to be closed and diverted when an alternative vehicular and pedestrian rail crossing is constructed.

Figure 5 - Southbourne Phase i



Southbourne Phase i serves to provide strategic green infrastructure in accordance with Policy 3 of the Neighbourhood Plan, comprising of a belt of woodland planting and open space along the western edge of the development. In addition Phase i is set to deliver new connections to existing public access routes to the east, a children's play area (LEAP) and a small area of allotments.

Phase i is accessed from Main Road (to the south of the site) via Alfrey Close. From this location a primary north-south access route with a series of spurs, terminating in semi-private lanes, serves to structure the built development. A road connection is provided to the western boundary, enabling a link to the west to be delivered. This vehicular route has been pre-emptively designed to integrate with the planned strategic road crossing over the West Coastway Rail Line in accordance with policies 2 and 9 of the Neighbourhood Plan.

Our proposals for Phase ii, to the North of Gosden Green, seek to deliver a section of the north to south strategic road link and in doing so to provide an alternative access to the Phase i site. Furthermore emerging proposals would see the Green Ring significantly widened and connected with an extensive area of public open space and habitat creation further to the west.

















Recognising a significant shortage in the availability of youth services / facilities, the Phase ii development proposes additional facilities for older children, in order to compliment the play space to be provided within Phase i, and to ensure that play space provides for a variety of ages.

6.0 OUR EMERGING PROPOSALS

Development will provide up to 110 new high quality homes alongside accessible open space and community facilities. The emerging masterplan has sought to provide a framework for development which is sensitive to its wider context whilst being well connected to Southbourne.



Figure 6 - Emerging Masterplan

-  **Site boundary: 8.35 Ha**
-  Proposed vehicular access
-  Proposed pedestrian access
-  Retained existing pedestrian access
-  Proposed Alternative enhanced access to land North of Alfrey Close in line with Southbourne Neighbourhood Plan
-  Proposed extents of the Green Ring in line with the Southbourne Neighbourhood Plan
-  **Proposed residential plots: Circa 100 houses at 32 dph**
-  **Potential community building with associated pull-in and car parking provision**
-  Proposed roads (to be adopted)
-  Proposed junctions / gateway into the development to be tabled and or shared surfaced
-  Proposed lanes (unadopted)
-  Potential bridged vehicular and pedestrian rail line crossing by others
-  Route of proposed strategic link.
-  Proposed Footpaths
-  Proposed equipped play space catering for teenage play, i.e. a different age range to the neighbouring site
-  Proposed specimen tree planting
-  Proposed Sustainable Drainage Features (SuDS) and habitat creation
-  Proposed meadow creation
-  Existing structural planting retained
-  Retained existing public access route. Section **A1** to **A2** to be closed and diverted when an alternative vehicular and pedestrian rail crossing is constructed.



POTENTIAL FUTURE DEVELOPMENT BY OTHERS



COMMUNITY BUILDING OPTION

HERMITAGE

GOSDEN GREEN

SOUTHBOURNE

OUR EMERGING PROPOSALS



A Place for People

As previously stated development to the North of Gosden Green offers the opportunity to deliver up to 110 high quality homes in a mix of styles and tenure. The development would provide affordable housing, and has scope to provide specialist accommodation for the elderly.

In addition to housing, land to the North of Gosden Green provides an opportunity to deliver a community building or medical facility. Current proposals strategically locate this asset within a central position adjacent to public open space, and alongside the strategic north to south route. In this location it would be readily accessible by all.

In order to promote health and well being and easy access to open space the development is designed around a robust Green Infrastructure Framework, comprising of an extension to the east - west green spine through the centre of the Phase i development and a widening of the north-south greenway that forms part of the 'Green Ring'. In total these areas equate to approximately 1.2ha or 14% of the total development area. In all approximately 50% of the total development will comprise of open space and structural landscape planting.

The east-west green spine creates a central core to the development, through which footpath and cycle connections are planned, and within which play space is proposed.

Existing Public Rights of Way on the edge of Hermitage and on the edge of the Phase i development are to be linked, ensuring walking and cycling access between settlements, as well as connections to public open space are possible for all.

As previously noted play space is planned around youth provision. This may comprise of a skate park, netball courts or other such facility. Play space for older children is planned to compliment more traditional children's play space within the Phase i development and to ensure children of all ages are catered for.

Fundamentally open space passing through the heart of the development seeks to create an attractive setting for new housing.



Figure 7-
Central Green Spine



OUR EMERGING
PROPOSALS



Preserving the Gap

To the west approximately 3ha of informal open space and habitat creation is proposed. This space is planned to maintain a physical and visual separation between Hermitage and Southbourne whilst maximising local opportunities for health and well being, and for biodiversity enhancement. As previously noted approximately 50% of the total development area will comprise of interconnected open space. This will provide both existing and proposed residents with easily accessible recreation space for a range of activities and a genuine local alternative to the harbour.

This open space is currently planned to comprise of swathes of woodland around the periphery, with more open areas to the centre, including species rich grassland and meadow planting. Opportunities for wetland and informal mown pathways will also be explored.

Tree planting is proposed in order to respond positively to the site's landscape and visual context, to screen and soften new development across the gap, to further buffer land to the north from the nearby Chichester Harbour AONB, and to establish habitats that connect with existing features such as linear hedgerows.

Whilst proposed development to the North of Gosden Green will reduce the physical extent of the gap between Southbourne and Hermitage a physical gap will nonetheless remain. 'Perceived coalescence' i.e where development and general increases in the level of activity between settlements reduce the perception of leaving and entering a settlement from the countryside, will similarly be prevented.

Views north from Main Road towards the development are not presently possible as a result of intervening development fronting Main Road.

Large housing set back from the carriageway, the Tuppney Barn Garden Centre and existing robust, and well defined hedgerows, ensure that views upon leaving one settlement and entering the other are screened. The sense that one is leaving one settlement and entering another is provided by views to the south of Main Road, where a more open aspect across farmland is possible.

Walkers along the Public Right of Way crossing the rail line to the north of the site, and passengers using the West Coastway Rail Line, currently experience the gap. Great care and consideration will be taken to ensure that views of the development from the north are softened with tree planting and that semi-natural open space is planned to maintain a sense of separation. It will be important that open space is natural in appearance and that use of this space, for recreation, is concentrated further to the south. In the longer term the development proposes to provide an alternative route for the Public Right of Way crossing over the rail line, across open space and a road and footway crossing over the rail line further to the east. Additionally new planting along the extents of the rail line will in time soften and screen views of the site from passing trains.

Importantly the entire gap will be gifted to the Parish Council who will be able to ensure its stewardship and maintenance in perpetuity.





Figure 8 - The Green Gap



A Connected Community

Figure 9 - Connectivity

An important consideration in the Neighbourhood Plan Development Brief relates to pedestrian and cycle connectivity between development and existing infrastructure / local facilities. Phase ii benefits from three existing points of connection to existing infrastructure. Each will be enhanced with surfacing, signage and seating to create a convenient and attractive network of routes. Indeed existing bus stops, a day nursery, library, and Bourne College all lie within a 5 minute walk of the site. Phase ii also presents an opportunity to provide community facilities on site.

- Phase ii Boundary
- Phase i Boundary
- Convenience Store (12 mins)
- Doctors Surgery (15 mins)
- Dentist (12 mins)
- Bus Stop on Route Between Brighton & Portsmouth (5 mins)
- Children's Day Nursery (8 mins)
- Primary / Junior School (12 mins)
- Secondary School (4 mins)
- Southbourne Train Station (10 mins)
- Potential Community Building / Medical Facility
- Potential Pedestrian / Cycle Routes
- Existing Public Access Routes
- Planned Strategic Crossing



The Strategic Road Link

Figure 10 - Route of Proposed Strategic Link Within Green Space



As previously described, development to the North of Gosden Green will deliver a section of the strategic road crossing over the West Coastway Rail Line. The current design proposes a wide, tree lined, route set within its own linear green space. This route will provide a single road junction to the east (into phase i) and up to two links to the west (into phase ii) so as not to slow traffic. Hallam are committed to maintaining a dialogue with the Local Authority and Parish Council concerning the extent, specification and delivery of this route and would welcome the opportunity to further develop these proposals.

- Phase ii Boundary
- Phase i Boundary
- DELIVERED BY PHASE ii**
- Southbourne Neighbourhood Plan compliment initial phase "Green Ring" establishment
- ➔ Vehicular and Pedestrian Access
- ➔ Alternative enhanced access to land North of Alfrey Close in line with Southbourne Neighbourhood Plan
- ▬ Route of proposed strategic link
- ⋯ Potential Pedestrian Links
- ▬ Potential bridged vehicular and pedestrian rail line crossing by others
- DELIVERED BY OTHERS**
- ➔ Vehicular and pedestrian bridged access to potential future development by others



A Connected Community (Cont)

Figure 11 - Access and Circulation



- Site Boundary: 8.35 Ha**
- Proposed Vehicular Access
- Proposed Pedestrian Access
- Retained Existing Pedestrian Access
- Proposed Alternative enhanced access to land north of Alfrey Close in line with Southbourne Neighbourhood Plan
- Proposed roads (to be adopted)
- Proposed lanes (to be private)
- Potential bridged vehicular and pedestrian rail line crossing
- Key Proposed Pedestrian Routes
- Retained Existing Public Access
- Portion of Existing Public Right of Way to be diverted when the strategic vehicular and pedestrian rail crossing is constructed.
- Potential route for diverted Public Access Route utilising bridged rail line crossing



Phase ii benefits from two vehicular access points. The first being delivered through obligation of the Gosden Green site to the south, accommodating unbroken access to Main Road. The second is via the Phase i estate roads which leads to Alfrey Close and ultimately Main Street once again. This second access equally provides an alternative to Alfrey Close into the Phase i development.

Hallam are committed to the delivery of attractive, connected routes into Southbourne for pedestrians and cyclists. Hallam are also committed to working with the Parish Council to ensure safe routes to school are fully considered.

At present non motorist links for foot travel are possible in all directions leading from the site. The west provides links to Hermitage and the wider hinterland. The south provides links via Gosden Green to Main Street and beyond. The east provides links to the Phase i development, and further east to Garsons Road. To the North a current link over the rail line, via an at-grade crossing point is available.

Consultation with Network Rail will be carried out in order to agree all safety and potential upgrade requirements for the at-grade crossing point in due course. As previously noted, with the construction of a new crossing over the rail line, the link north may be diverted in order to avoid the need to cross the rail line at grade.

The current layout proposes a wide tree lined route to the east of the site, initially providing access to the Phase i and Phase ii sites, with subsequent onward connection over the rail line.

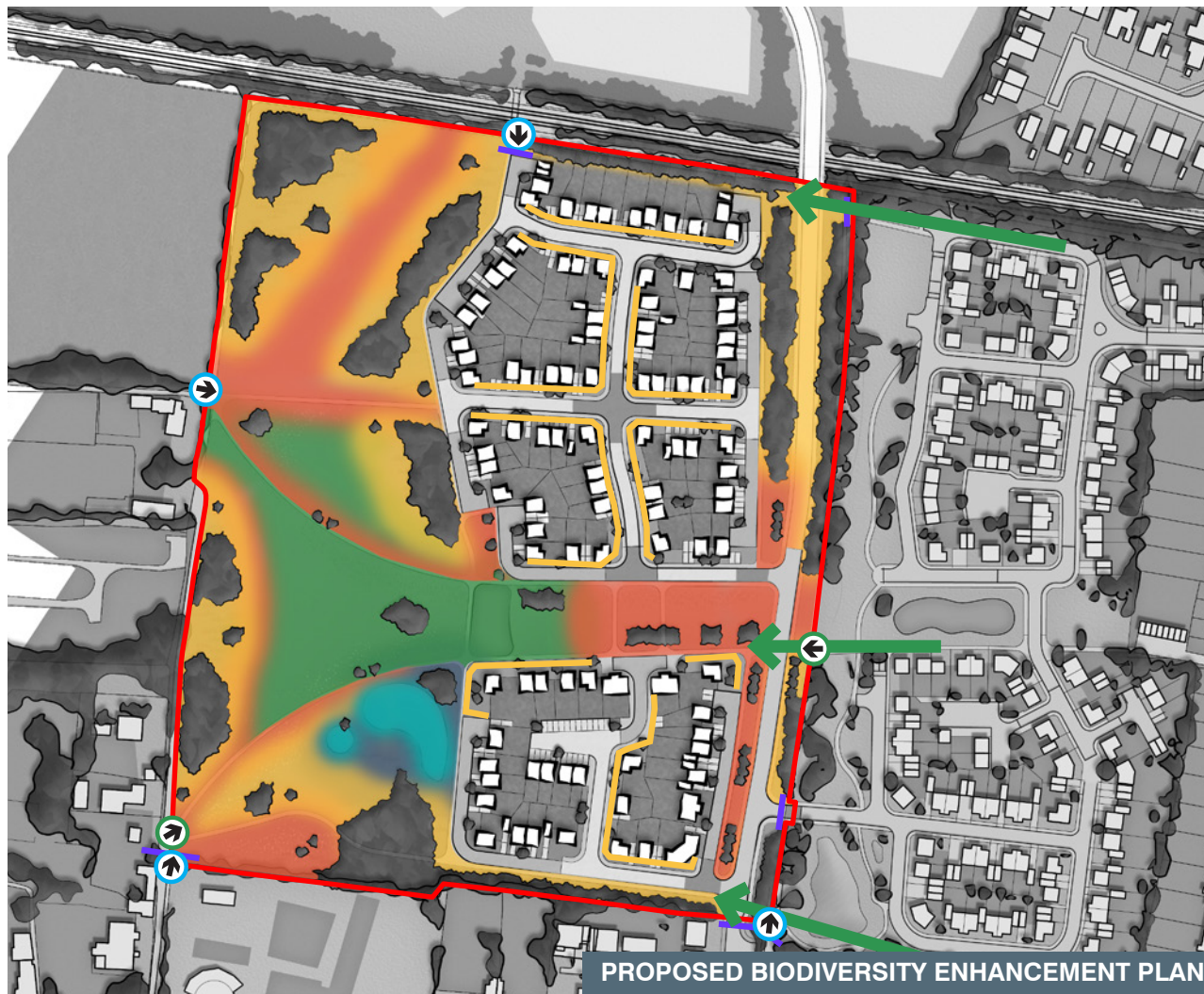
Within the Phase ii site an interconnected series of secondary roads provide access into each development block, these in turn lead to private lanes providing access to small groups of houses and open space areas.

At the heart of the development a green spine provides footpath and cycle links east to west through the development. These routes connect the play space within Phase i with the proposed youth facilities within Phase ii. This spine also provides wider connections to Southbourne and Hermitage respectively.



Placing Wildlife at the Heart of the Design

Figure 12 - Biodiversity Enhancement Through Habitat Creation



- Site Boundary: 8.35 Ha**
- Proposed Pedestrian Access
- Retained Existing Pedestrian Access
- Bug Mansion
- Bat Box
- Bird Nesting Box
- Hedgehog Box
- Reptile Hibernacula
- Planting Beds- Native and Cultivated Species
- Hop-over Habitats
- Tussocky Grassland
- Public Amenity Grassland
- Wildflower Meadow
- Sustainable Drainage Features
- Periodically Inundated Vegetation
- Connective Wildlife Corridors Maintaining Landscape Connectivity Between Developments



A full suite of ecological surveys were completed on the Phase i site between 2008 and 2015. During the earlier surveys the current red line boundary for Phase ii was included to ensure the full context of the habitats in the surroundings was assessed.

The Phase ii area was identified as comprising of a large arable field with narrow field margins of poor species content and quality. A ditch between the Phase i and Phase ii sites lacked significant water retention and as such was incorporated into the Phase i SuDS design. Overall habitats were considered to be of negligible conservation value. Hedgerows were considered to be of local conservation value due to their native species but nonetheless were poorly connected.

Protected species surveys of the Phase i site found that the site was used by common bat species, which utilised boundary hedgerow features. No waterbodies were present in the site, ponds within the adjacent Tuppenny Farm site had been newly created, but had no Great Crested Newts present. The narrow field margins supported an 'exceptional' population of slow worms and 'low' population of common lizards.

Due to the proximity of the Chichester & Langstone Harbours SPA, SSSI & RAMSAR wintering bird surveys were undertaken to assess if the site provided functional land for SPA/RAMSAR species. Neither the Phase i or Phase ii sites were used for overwintering.

The development of Phase i included a number of measures to increase biodiversity, but also ensure that existing ecological receptors such as bird, bats and reptiles could continue to utilise the site, ensuring their Favourable Conservation Status (FCS) was maintained. These included new grassland habitats to the west, which would be used by the reptile populations, with waterbodies to provide foraging opportunities for a range of species including bats and invertebrates.

Recreational opportunities were also created for residents to limit disturbance to the nearby Chichester & Langstone Harbours SPA, SSSI & RAMSAR. A financial contribution was provided per dwelling, in order to contribute to the management and maintenance of the harbour.

As Southbourne Phase ii is situated adjacent to Phase i, and similar habitat types have been recorded, it is likely that its conservation value will be similar. Protected species are also likely to mirror that of the adjacent site, with reptiles utilising the field margins to the north and south. As a result of the similarities, habitat creation has been proposed to ensure biodiversity interests are enhanced, (refer to Figure 12).

The creation of tussocky grassland margins adjacent to hedgerows will support a diverse invertebrate community, and to provide a resting, commuting and foraging resource for bat, bird and reptile species.

The creation of a large area of green space within the western extent of the site, will include grassland meadows sympathetically managed around borders to encourage the development of tussocks, which will support an invertebrate community, and provide an important foraging/refuge resource for reptile populations. Reptiles will be able to move between Phase i and ii, along connecting corridors. Informal footpaths through this area will limit habitat fragmentation and species isolation.

Woodland/shrub/scrub will be created using native species which produce nuts/fruits/berries in order to provide an important foraging and nesting resource for a variety of bird species. Installation of bat and bird boxes throughout these areas, as well as within selected buildings within the proposed residential area, will provide a variety of different roosting/nesting opportunities.

The proposed SuDS area, located in the south-western extent of the site, will be designed to maximise biodiversity value. Denser and taller area of vegetation will be planted / encouraged around the pond edges to provide additional habitats for invertebrates and terrestrial habitats for amphibians.

Since the submission of Phase i, a new Solent Recreation Mitigation Strategy (2017) has been published, which updates the mitigation measures required based on the current housing predictions within the Solent coastline. As with Phase i a financial contribution will be required per dwelling, based on the number of bedrooms.

NEXT STEPS

This document outlines how development can be delivered to the North of Gosden Green in both a sustainable and cohesive manner. The proposed development site has no irresolvable physical or environmental constraints preventing development, it is a suitable location for development and suitable access can be achieved.





Hallam Land Management Ltd is the strategic land and planning promotion arm of the Henry Boot Group of companies. HLM has been promoting development since 1990 and has a proven track record in promoting development with place making at its heart.

Hallam are committed to bringing forward the site in a collaborative manner, and see this document as the first step towards our engagement with the Southbourne Neighbourhood Group and with Chichester District Council.

Place making capitalises on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well being.

The views of local people, the Parish Council and Chichester Council Officers will help shape the proposals as they evolve through an iterative design process.

Next steps:

- Consult with the Neighbourhood Plan Group and Chichester District Council Planning Officers;
- Refresh technical reports;
- Refine and agree proposals and re-consult.



NEXT
STEPS



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No dimensions are to be scaled from this drawing.

All dimensions to be checked on site. Area measurements for indicative purposes only.