



Representation Form

Local Plan Review: Preferred Approach Consultation

The consultation on the Local Plan Review: Preferred Approach will run from 13 December 2018 to 7 February 2019. The document and more information on the consultation can be viewed on our website www.chichester.gov.uk/localplanreview

All comments must be received by 11.59 pm on Thursday 7 February 2019.

There are a number of ways to make your comments:

- Comment on the document on the internet using our online consultation website www.chichester.gov.uk/localplanreview (**Recommended**)
- Complete this form on your computer and email it to us at planningpolicy@chichester.gov.uk
- Print this form and post it to us at: Planning Policy Team, Chichester District Council, East Pallant House, 1 East Pallant, Chichester, West Sussex, PO19 1TY

How to use this form

Please complete Part A in full. Please note anonymous comments cannot be accepted, a full address including postcode must be provided.

Please complete Part B overleaf, using a new form for each separate policy or paragraph that you wish to comment on. Please identify which paragraph your comment relates to by completing the appropriate box.

For more information, or if you need assistance completing this form, please contact the Planning Policy Team by email at planningpolicy@chichester.gov.uk or telephone 01243 785166.

PART A	Your Details	Agent's Details (if applicable ¹)
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Position (if applicable)		Senior Planner

Is this the official view of the organisation named above? Yes No

¹ Where provided, we will use Agent's details as the primary contact.

PART B

Please use a new form for each representation that you wish to make. Please note anonymous comments cannot be accepted. Any personal information provided will be processed by Chichester District Council in line with the General Data Protection Regulations 2018. More information is available at:

<http://www.chichester.gov.uk/dataprotectionandfreedomofinformation>.

To which part of the document does your representation relate?

Page/ Paragraph Number:		Policy Reference:	AL4
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Do you support, object, or wish to comment on this policy or paragraph?
(Please tick one answer)

Support

Object

Have Comments

Enter your full representation here giving details of your reasons for support/objection:

Please see separate sheets below

(Continue on separate sheet if necessary)

What improvements or changes would you suggest?

Please see separate sheets below

(Continue on separate sheet if necessary)

Declaration

I understand that any comments submitted will be considered by Chichester District Council in line with this consultation and will be made publicly available on their website www.chichester.gov.uk and may be identifiable by my name or organisation, if provided.

Name (<i>print</i>):	Hywel James
Date:	05/02/2019

Chichester Local Plan Review - Regulation 18 Preferred Options Consultation

Policy AL4 - Land at Westhampnett / North East Chichester

1. Land at Westhampnett / North East Chichester is allocated by Policy 17 of the adopted Local Plan as a strategic development location (SDL) to deliver 500 homes. Planning permissions have been granted for these 500 homes, and associated recreational provision on the eastern side of the River Lavant (refs. 15/03524/EIA, 15/03884/OUT and 16/03791/OUT). Given that these developments are now known commitments, we are therefore assuming that the proposed retention of this strategic allocation is on the basis that reserved matters approvals for all of this development have not yet been secured, and not all of this development has started on site. However, the reference to the allocation of 500 homes in this SDL as part of the Local Plan Review is somewhat confusing given the above.
2. However the focus of this representation, which supplements our other representations (most notably those to Policies S4 and S5 and to the Sustainability Appraisal) is to object to the Council's failure to allocate, or even consider, the potential of some additional land within this existing SDL, east of the River Lavant, for residential development as part of the Local Plan Review.

Land East of the River Lavant

3. As set out in detail in the Call for Sites submission made by CEG in August 2016, there is additional land within the existing SDL boundary, to the east of the River Lavant, that is available and suitable for development "the Site"). This is identified on the plan at **Appendix 1** (as explained further later in this representation). We set out below the suitability of the Site for development:

Merits of the Location

4. It is evident the Council consider the Site to be a highly sustainable location for development by virtue of the wider SDL's allocation in the adopted Chichester Local Plan. We further consider that this Site is one of, if not the, most sustainable location for new greenfield development in the District by virtue of the following:

Access to the A27

5. The Site benefits from proximity to the A27, with access from the Portfield roundabout. Importantly, this provides the potential for traffic coming to / leaving the Site to access the strategic road network without the need to pass through the city itself.

Access to the City

6. The Site provides the opportunity for journeys into Chichester city without the need for traffic to cross the A27, thus preventing hindrance to the free flow of traffic on the strategic road network. The vast majority of trips from the Site are predicted to be in to the city, as opposed to areas that would require traffic to cut across the A27. This is evidenced by the Jacobs Transport Study (March 2013) which identifies projected trip distribution from the SDL, and therefore the Site, (referred to in that document as 'NE Chichester') at Figure 3-g.

Proximity to Jobs and Provision of New Employment

7. In addition to the opportunities for employment in Chichester city itself (which is within a 25 minutes-walk of the Site), it is important to note that many of the city's major employers are located in a quadrant to the north-east of the city centre. As a result, as shown on the plan at **Appendix 2**, there are in excess of 5,000 jobs within 25 minutes-walk of the Site including:

- St. Richard's Hospital – 2,500 jobs (approximately);
- Rolls Royce – 1,200 jobs (approximately);
- Portfield / Barnfield Park Retail Areas – 860 jobs (approximately);
- University of Chichester – up to 750 jobs (approximately);
- Goodwood Motor Circuit and Aerodrome – 184 jobs (approximately); and
- Stane Street employment area – 166 jobs (approximately).

8. Over time this accessibility to significant employment opportunities provides the potential for people to live closer to where they work, thereby reducing the number of car journeys on the strategic and local road networks. It also minimises the need for cross-city traffic movements.

Accessibility to other Facilities and Services

9. In addition to excellent accessibility to employment opportunities, the Site is also highly accessible in terms of access to other facilities and services. As shown on the plan at **Appendix 3**, within 20 minutes-walk of the Site there are a significant range of retail, health, leisure and education

facilities which include the University of Chichester, St Richard's Hospital, local primary schools and retail units within the Portfield and Barnfield retail parks including Homebase, Sainsburys, John Lewis at Home and Lidl.

Agricultural Land

10. As set out at footnote 53 of the NPPF, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. As can be seen on the plan at **Appendix 4**, the Site comprises lower grade agricultural land with a mix of subgrades 3a and 3b, and areas of predominantly sub-grade 3b (which is not best and most versatile agricultural land). As such it is a preferred location for development when assessed against this particular objective. We note that the proposed development of land at Tangmere (Policy SA14), Bosham (Policy SA7) and West of Chichester (Policy SA1), which are proposed allocations, would involve the loss of higher quality agricultural land.

Accessibility to the South Downs National Park

11. The Site, like the wider SDL, provides excellent opportunities to deliver new off-road links to the South Downs National Park (SDNP) as shown within the Strategic Landscape Assessment (**Appendix 5**). It is important to note that the SDNP was designated, inter alia, due to its close proximity to major centres of population, which include Chichester city and its environs, and the proximity of Chichester city to the SDNP was cited as one of the major positive aspects of Chichester in the City Council's Community Assets Project published in April 2013.

Technical Matters

Floodplain

12. As identified on the plan at **Appendix 6**, a proportion of the land in the western part of the SDL is within the 1:100 and 1:1,000 floodplain as identified by the Environment Agency. It is accepted that no built residential development could or should take place in areas identified as such (and no such development has been proposed).
13. Nevertheless, as can also be seen from this plan, there is a significant amount of land east of the River Lavant, to the north of Madgwick Lane, that is unconstrained in this regard.

Ecology

14. As a piece of land which is currently farmed, the Site has no real ecological merit. A range of ecological work has been carried out by Baker Consultants from 2012 to 2018 (summarised at **Appendix 7**) which demonstrates that development within the SDL as a whole, and the Site specifically, is considered to be deliverable from an ecological point of view.
15. These conclusions are consistent with the information at Appendix A Map A.3 of the adopted Chichester Local Plan, which identifies that the only ecological network at this SDL (including the Site) is associated with the hedges on its boundaries. This contrasts quite markedly with the SDL at West of Chichester (adopted Chichester Local Plan Appendix 3 Map A.1), for example, where there is quite a significant ecological network.
16. As such, the Site is considered suitable for development from an ecological perspective.

Aircraft Safety

17. As identified in bullet point 12 of Policy AL4, there is a requirement that development should be strictly controlled on land within the SDL that is in the 'Airfield Flight Safety Zone' associated with Goodwood Airfield. We assume that this refers to the safeguarded areas of land at the end of the two runways in relation to aeroplane movements.
18. The attached 'Potential Areas for Residential Development' plan (**Appendix 8**), produced by Airport Planning and Development, illustrates the areas that should be kept free of development based on these aeroplane movements.
19. As can be seen, this constraint only affects the areas of land under the approaches to the two runways and does not affect the significant majority of the SDL. Accordingly it is clear that there is significant area of land, to the east of the River Lavant and north of Madgwick Lane, that is not affected in this regard.
20. In summary, the Site is not constrained by aircraft safety issues.

Landscape

21. None of the land within the SDL, or the Site itself, is the subject of any national or local level landscape designations. Nor is the SDL or Site subject to any other designations indicating that development should be restricted as set out in the NPPF (footnote 6).

22. The SDNP is located to the north of the Site within which, in accordance with paragraph 172 of the NPPF, there is a requirement to conserve landscape and scenic beauty.
23. It is accepted that there are some views from the SDNP looking south and southwest across the settled coastal plain towards Chichester city and Westhampnett, from locations such as The Trundle and Halnaker Windmill. However, these views are distant and panoramic, and the SDL is set against the context of the urban edge of Chichester city and represents a small component within the wide panorama. In terms of visibility, this part of the SDL in particular benefits from the screening afforded by the combination of mature linear tree belts and earth bunding around the entire perimeter of the Goodwood Motor Circuit and Aerodrome (Stocks Lane, New Road and Claypit Lane).
24. During the adopted Chichester Local Plan examination, the Inspector considered landscape issues in respect of this SDL and concluded the following, as summarised in the Chichester Local Plan Inspector's Report May 2015:

"...There may be some inconsistencies between the Council's assessment of landscape and visual amenity considerations in its evidence base, the SA and in the supporting text to Policy 17. However I am satisfied that its overall approach is justified by the evidence base as a whole and by the requirement to conserve the natural beauty and the setting of the SDNP. It is clear that new development in the area to west of the River Lavant would be visible from the Trundle, in the SDNP. However in my assessment development in this location would appear against the backdrop of Chichester city and would appear as a modest extension of the existing built up area."

25. A Strategic Landscape Assessment was carried out (**Appendix 5**) by Tyler Grange in 2013, with an addendum produced in January 2018. Tyler Grange have subsequently produced a Supporting Note (dated January 2019 and also included in **Appendix 5**), which confirms that while the Strategic Landscape Assessment was produced in 2013 it still remains generally accurate and the same conclusions apply. The Strategic Landscape Assessment takes account of up to date policy guidance and the Council's general approach to the assessment of landscape and visual amenity considerations as supported by the Local Plan Inspector.
26. As such, we present the following conclusions with regard to development on the Site:

- residential development on the Site provides the potential to create an environment in which residents would benefit from living within easy access to opportunities for open air recreation by virtue of the Site's close proximity to the SDNP, as well as the new green infrastructure already approved by the Council within this SDL;
- opportunities exist to deliver landscape improvements in keeping with the character of the area and in accordance with published landscape character guidance; and
- opportunities exist to diversify the landscape features and increase the functionality of the land through the delivery of new green infrastructure which will incorporate either improvements to existing trees, woodland, landscape feature and hedges.

27. It is clear from the Strategic Landscape Assessment that development on the Site would conserve the natural beauty and the setting of the SDNP, and as such is consistent with the issues highlighted by the Inspector during the Local Plan examination. It is also the case that the Site is less constrained in landscape terms than the areas of the SDL already allocated for development, and for which the Council has already granted planning permission.

Highways

28. The impact of various levels of development at Chichester city, including the SDL, was modelled as part of the 'Transport Study of Strategic Development Options and Sustainable Transport Measures' produced by Jacobs in March 2013 (summarised at Table 5a of that report) as part of the technical evidence for the now adopted Local Plan. One scenario that was tested was referred to as the 'Maximum Housing Target' of 440 homes per year i.e. above that proposed in the adopted Chichester Local Plan but significantly lower than even the capped standard methodology requirement identified at paragraph 4.22 of the Plan. Importantly, however, this scenario included an assumed provision of 1,200 homes in the strategic location referred to in that report as 'NE of Chichester (Westhampnett)', which is now referred to as the Westhampnett / North East Chichester Strategic Development Location in Policy 17 of the adopted Local Plan and Policy AL4 of the Local Plan Review. The modelled results were deemed acceptable on the basis of a series of mitigation measures; including financial contributions collected for improvements to

the A27 via Section 278 Agreements with Highways England, as well as Local Plan sustainable transport improvements secured via Section 106 Agreements and CIL contributions.

29. At this point it is important to recognise that the acceptable results generated by the scenario encompassing 1,200 homes within the SDL confirms that the establishment of up to 1,100 homes (including the 500 homes that have planning permission plus up to an additional 600 homes can be achieved without creating any severe residual highways issues.
30. Accordingly it can be seen that the impact of development on the strategic and local highway network is not a reason to constrain the scale of development at this SDL to only the 500 dwellings already allocated in the Local Plan.

Waste Water

31. With regards to providing future development in the wider Chichester area, the Tangmere Wastewater Treatment Works (WwTW), as we currently understand it, are due to be upgraded to accommodate an additional 3,000 dwellings.
32. The development of the originally allocated 500 homes within this SDL were approved by the Council via planning application on the basis that they would drain to Tangmere WwTW once connections are available. We anticipate that a similar approach would be acceptable for the Site being promoted. Furthermore, discussions with Southern Water have suggested that whilst the planned expansion at Tangmere will provide additional capacity for up to 3,000 new homes, additional upgrade modifications at the treatment works maybe possible.

Noise

33. It is accepted that the operation of the Goodwood Motor Circuit / Aerodrome, which sits to the north east of the SDL, creates noise that can be audible at some times in the area of land within the SDL that is suitable for residential development.
34. This matter was considered by the Inspector that examined the adopted Chichester Local Plan, who concluded the following (paragraph 93 of the Inspector's Report (May 2015):

"It is clear that the proposed 400 metre buffer does not follow an exact noise contour. It is a precautionary buffer based on the Council's own experience of receiving complaints, as well as the need to allow space for any noise attenuation measure that may be necessary and for visual screening of the new development. Furthermore I note that paragraph 12.48 [now

12.50] of the Plan does not preclude limited development taking place within 400 metres of Goodwood. Taking account of these points I do not consider that the Council's failure to apply a precise, scientific approach to determine the width of the buffer zone makes the allocation unsound. I am satisfied that the Plan's flexible and pragmatic approach in addressing the buffer between Goodwood and new housing development is appropriate and effective".

35. Policy AL4 of the Local Plan reflects this, requiring that the 500 homes already allocated (and consented) should be designed *"to reduce the impact of noise associated with the Goodwood Motor Circuit/Aerodrome"*. The supporting text (paragraph 6.30) identifies the noise impacts from Goodwood as a constraint and refers to Policy S15 (although we believe that this should be Policy S16). Policy S16 states that:

"There is a general presumption against development proposals for noise-sensitive development within 400m of Goodwood Motor Circuit and Airfield."

36. However, Policy S16 (rightly) takes this as a guide, identifying that development within 400m would be acceptable if the following criteria are met:

"1. An acceptable level of amenity, by reason of expected experienced noise and disturbance, will be provided for the future occupiers of the noise-sensitive development within both internal and external areas of the development; and

"2. That the above levels of amenity are achieved without an adverse impact on the design and layout of the proposed development by reason of noise mitigation measures."

37. Consistent with this approach, the Council has approved outline developments totalling 500 homes within the SDL where the submitted evidence demonstrated that some of this housing could acceptably be located within this 400m zone without an adverse impact on residential amenity or the design and layout of development.

38. It is clear from the plan at **Appendix 1** that there is approximately 7.1 hectares of land outside the 400m indicative buffer (which at a density of 35dpa could theoretically accommodate approximately 250 homes), and a total of approximately 9.8 hectares of land that comes no closer to the circuit than housing recently consented by the Council (which at a density of 35dpa could theoretically accommodate approximately 340 homes). Accordingly, it is evident that noise does

not preclude residential development on the Site in a way that is consistent with Policy S16 of the Local Plan Review.

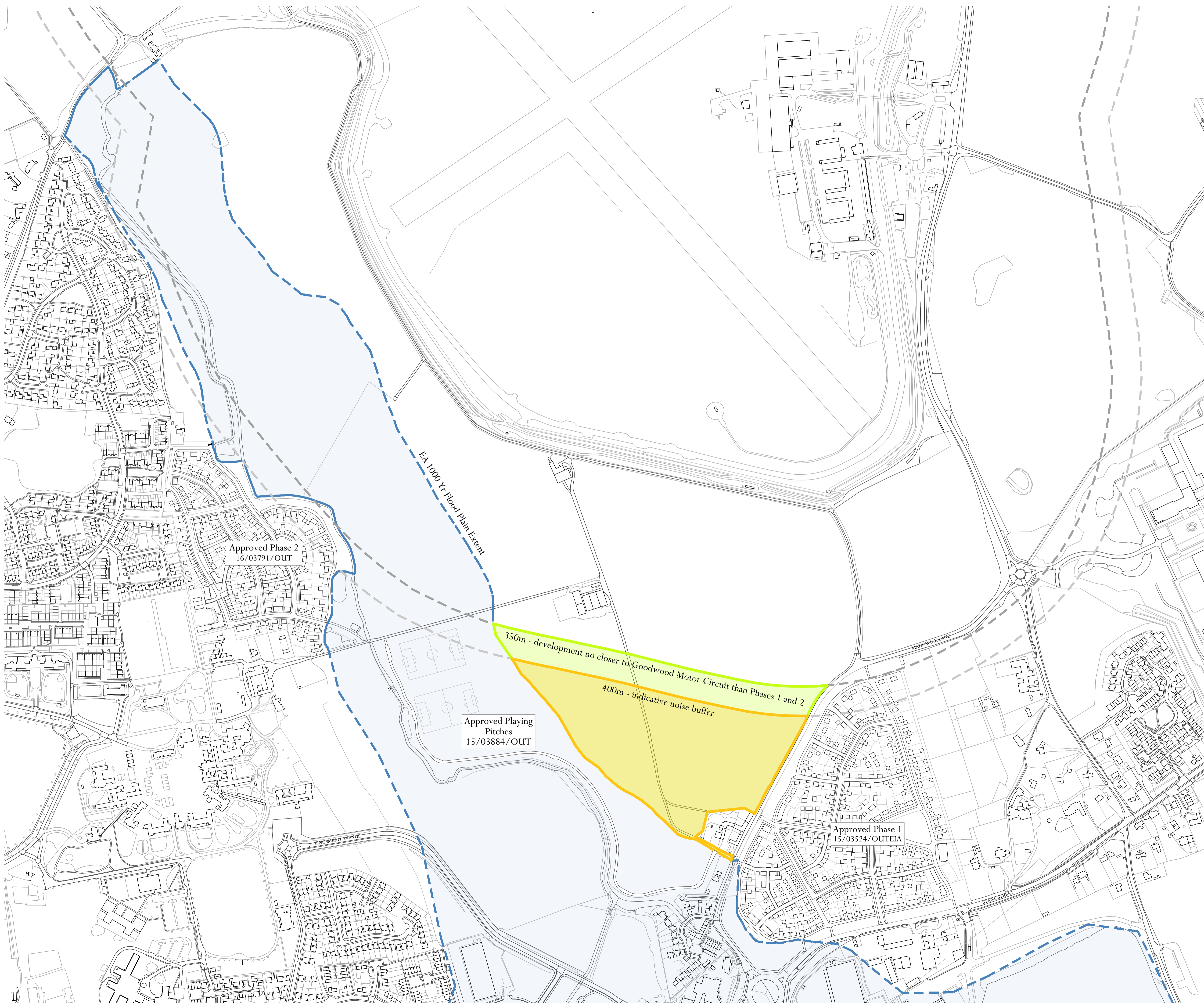
Deliverability

39. The Site is available now, in single ownership and, unlike many of the sites that the Council proposes to allocate in the Local Plan Review, housing could be delivered in this highly sustainable location relatively quickly by a landowner, developer and consultant team that know the Site and the locality very well.
40. As we have identified previously to the Council, there are covenants relating to the Site (in favour of the Goodwood Estate) that require that any housing is provided only in the form of detached or semi-detached properties. Importantly, however, this obligation does not preclude development taking place in accordance with the provisions of Policy DM2 of the Local Plan Review (housing mix). It also does not preclude the creation of a high quality and attractive masterplan for the Site. As such this has no bearing on the deliverability (or suitability) of the Site for development.

Summary

41. For the above reasons we object to Policy AL4 which fails to allocate this highly sustainable site, which forms part of an existing SDL, for housing. It is available, demonstrably suitable and deliverable, and accords wholly with the Local Plan Review's settlement hierarchy (Policy S2) and Spatial Strategy (S3). Indeed it is demonstrably one of, if not the, most sustainable location for development in the District.
42. For these reasons the Site should demonstrably be allocated in preference to some of the less sustainable and deliverable sites proposed to be allocated in the Local Plan Review. Even if this were not the case, and as set out elsewhere in our representations, the Council should be allocating more housing given that it is not proposing to meet its actual needs, given that its supply has no flexibility, and that is reliant on a number of sites where there is significant uncertainty in terms of suitability and deliverability.
43. As set out in our representations to the Preferred Approach Sustainability Appraisal, it is a fundamental flaw, in terms of both soundness and lawfulness, for the Council not to have even considered the Site as a reasonable alternative to those options considered in the Issues and Options SA or the Preferred Approach SA.

Appendix 1



Adjacent Properties and Boundaries are shown for illustrative purposes only and have not been surveyed unless otherwise stated.
 All areas shown are approximate and should be verified before forming the basis of a decision.
 Do not scale other than for Planning Application purposes.
 All dimensions must be checked by the contractor before commencing work on site.
 No deviation from this drawing will be permitted without the prior written consent of the Architect.
 The copyright of this drawing remains with the Architect and may not be reproduced in any form without prior written consent.
 Ground Floor Slabs, Foundations, Sub-Structures, etc. All work below ground level is shown provisionally. Inspection of ground condition is essential prior to work commencing.
 Reassessment is essential when the ground conditions are apparent, and redesign may be necessary in the light of soil conditions found. The responsibility for establishing the soil and sub-soil conditions rests with the contractor.



Rev.	Date	Description	Initials
A	04/02/19	Alternative development options removed.	CMB

PROJECT Phase 3 of the Westhampnett / North East Chichester SDL

TITLE Phase 3 Development Options

DATE 08/2016

SCALE 1:3000@A1

DRAWING No. Phase 3/SK01A

DRAWN BY CMB

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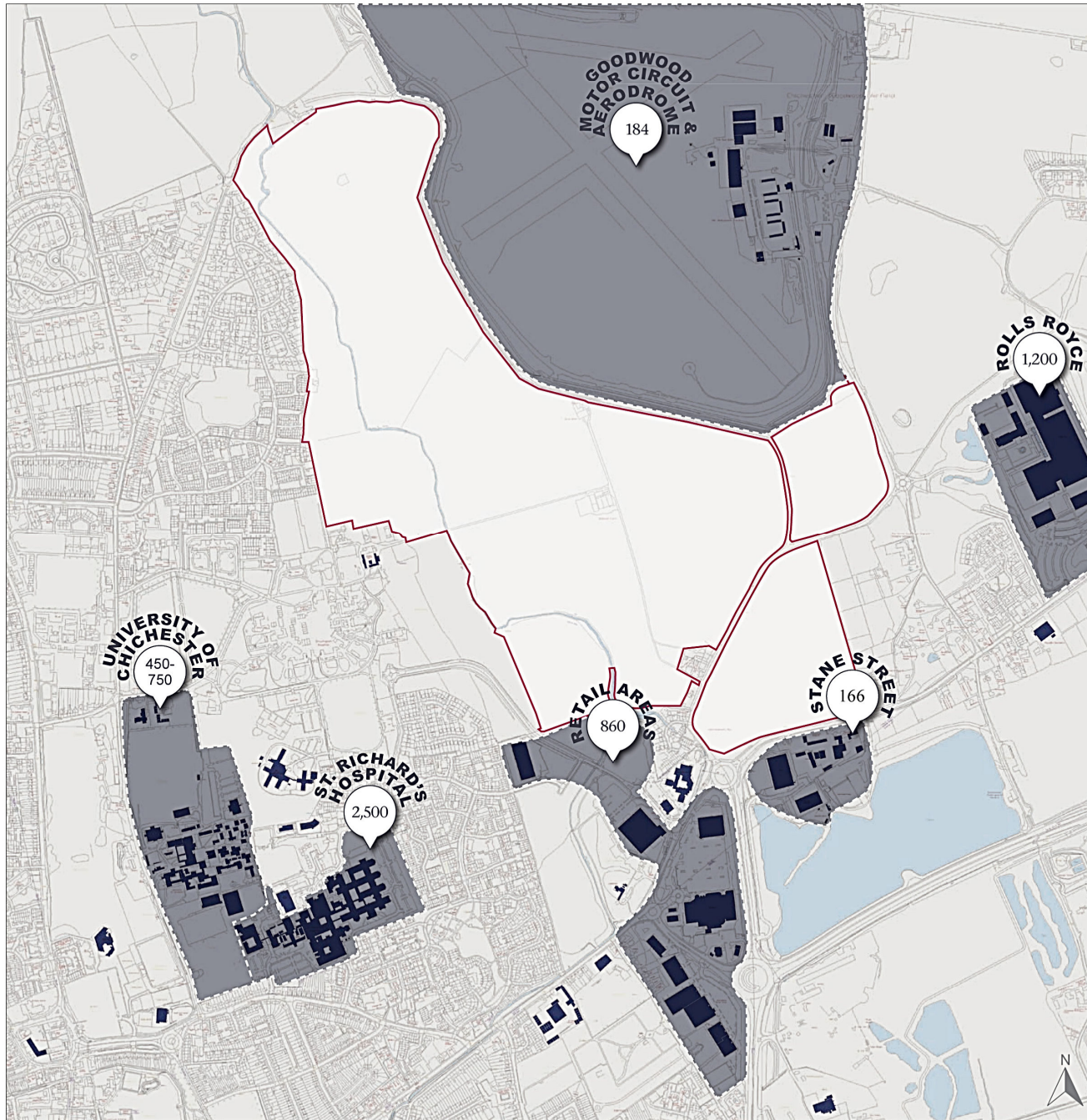
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Appendix 2





North-East Chichester Existing Employment and Retail Areas

The scaling of this drawing cannot be assured

Revision	Date	Dwn	Ckd
A	24.04.13	CC	EW
B	25.04.13	CC	EW



Legend

-  Site Boundary
-  Existing Employment / Retail / Facilities
-  Existing Water Bodies
-  Existing Employment Building Footprints



LAND AT NORTH EAST CHICHESTER EXISTING EMPLOYMENT AND RETAIL AREAS PLAN

Job No: 0006
Scale: NTS
Drawn By: CC

Dwg No: P001_RevB
Date: 25.04.13
Checked By: EW



Appendix 3



Legend

Indicative Site Boundary

Local facilities

- Education
- Healthcare
- Shopping/Services
- Leisure



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Client: Commercial Estates Group (CEG)

Project: North East Chichester

Title: Site in Local Context

Date: 4nov12 Scale: NTRS Paper Size: A3

Drawn: GP Checked: DC Job Ref: TNY4690

Figure Number: 1

Rev: C

Appendix 4