

SUBMISSION DOCUMENT FOR  
TANGMERE AIRFIELD  
GAMECOCK TERRACE, TANGMERE, CHICHESTER, PO20 2ER  
FOR THE CHICHESTER DISTRICT COUNCIL HOUSING AND ECONOMIC  
LAND AVAILABILITY ASSESSMENT (HELAA) REVIEW

28 SEPTEMBER 2018

## 1.0 INTRODUCTION

1.1 This document has been prepared to identify the subject site in the Council’s HELAA for consideration for residential-led development, whilst enabling the proposed use of part of the site for a wastewater treatment facility. It will therefore support the prospective allocation of land south of Tangmere Road, Gamecock Terrace for residential-driven development

1.2 The Statement has been coordinated by Aylward Town Planning and has consideration of the Council’s own evidence and conclusions, and also presents the results of feasibility undertaken to inform the assessment which have been carried out by a competent and skilled project team.

1.3 The consultant team is acting on behalf of and in full agreement with the landowner of the subject site.

The consultant team is listed in the table below along with their respective disciplines and contributions to the Statement.

1.4 The structure and order of the Statement is as follows:

- **Section 2** describes the location of the subject site;
- **Section 3** describes the site and a contextual assessment of the site;
- **Section 4** contains a selection of photos of the site and surroundings
- **Section 5** describes the history of the town and the site itself
- **Section 6** describes the planning policy context
- **Section 7** considers the landscape character of the subject site;
- **Section 8** considers the transport and access context and proposals for the site;
- **Section 9** considers heritage assets and potential for effects on significance;
- **Section 10** considers the context of ecological interest within and proximate to

the subject site;

- **Section 11** discusses the availability of school places in the locality
- **Section 12** considers foul and surface water drainage, ground conditions and flood assessment;
- **Section 13** discusses proposals for the site together with matters in regard to potential layout and density;
- **Section 14** - Consistency of Approach
- **Section 15** -provides general conclusions regarding deliverability
- **Section 16** - Precedent images

Team member	Discipline	
King & Co	Promoter	
Aylward Town Planning Ltd	Town Planning	
BlueGecko Architecture	Design and Architecture	
Transport Planning Associates	Transport	
Pinnacle Consulting Engineers	Ground Conditions, Drainage & Flood Risk	



## 2.0 SITE LOCATION

Tangmere is a village, civil parish, and electoral ward in the Chichester District of West Sussex, located some three miles (5 km) northeast of Chichester. In the 2011 Census the population was 2,625, living in approximately 980 households. As the former western boundary of the larger of two now-defunct RAF Tangmere runways, the site is bordered by Tangmere Road to the north and Church Lane to the south.

According to the Tangmere Conservation Area Study the site does not lie within a Conservation Area, though it is possible that buried features relating to the airfield may be present.

The site is accessed from Gamecock Terrace, off Tangmere Road, which is a short 0.5 mile from the junction to the A27 to the north, giving the site good accessibility to the road network. There is no railway station in close proximity, though the site sits mid way between Chichester and Barnham Stations, which are both approximately 3 miles to the west and east respectively.



Location Map in West Sussex



Aerial view of the site and relationship to surrounding villages





### 3.0 THE SITE

The proposal site forms part of a larger area, parts of which form the Strategic Development Location. The site covers an area of 17.5 hectares.

The southern boundary for the proposal site is formed by Church Lane, with the eastern boundary formed by an existing route towards the Aviation Museum. The northern and western boundaries are formed by well-established field edges. The site is bounded on three sides by established boundary screening which are identified as green infrastructure within the Neighbourhood Plan.

The site does not support established built form, but it is known that historically it was occupied in part by a “runway extension” as part of the adjacent Tangmere former RAF base. The site is used for low-level agriculture, distinct from the more intensive use of the site to the east which forms part of the Horticultural Development Area. By consequence of topography, the majority of the site is in flood zone 1 and therefore low risk.

The north-eastern edge of the site abuts Gamecock Terrace which includes an existing gated access into the subject land. Through a recent County planning approval, there is permission for the construction of a wastewater treatment facility on this land inclusive of an access proposal albeit that the subject land remains in the ownership of the promoter. Through this proposal there is a demonstration of a re-configured layout which retains the opportunity for the wastewater facility alongside access to the land to the south for residential development.



Views of the site



Aerial view of the site from the north



Aerial view of the site from the south



## 4.0 SITE AND CONTEXTUAL PHOTOS



View A - Looking south west from Gamecock Terrace



View B - Junction of Gamecock Terrace and Tangmere Rd



View C - Gamecock Terrace looking west



View D - Tangmere Road looking north



View E - Track within site



View F - View within the site looking south



View G - Western edge of the site looking north



View H - South west corner of the site looking north west



View J - South west corner of the site





## 4.0 SITE AND CONTEXTUAL PHOTOS



View K - Hunter Lodge



View L



Glasshouses to the east of the site



The derelict control tower



Concrete apron to the north west with new Miller Homes housing development under construction



Examples of shops and houses in the village



KING & CO



Tangmere Military Aviation Museum





## 5.0 HISTORICAL CONTEXT

### History of the settlement

As a Saxon village linking Londinium with the then Noviomagus Reginorum, Tangmere's early written history began with a charter instituted in 680 granting 'the land of 10 hides which is called Tangmere' to the Northumbrian noble and later Bishop of York Saint Wilfrid the Missionary. As a prize for the conversion of the pagan inhabitants of the Kingdom of Sussex to Christianity, Tangmere represented one of many parish communities within a larger episcopal diocese administered by Pope Agatho's papal decree and would function as a rest station on pilgrimage and passage routes across the vassals of Great Britain.

The Domesday Survey records that, by the 11th century, Tangmere had a population of around 120. Originally built of timber, the Saxon church at the apex of the hamlet was replaced in 1100 by a stone and timber building named after Saint Andrew, which was in 1341 the location of a fair organised by the Archbishop of Canterbury in celebration of St. Andrew's Day. The Manor of Tangmere was itself owned by successive Archbishops of Canterbury until 1542, when Henry VIII claimed possession and the deed was passed between cardinals and the crown.

Tangmere is most associated with the former home of the RAF Tangmere airfield which played a decisive role in the Second World War. Founded in 1918 as a training aerodrome, the air base underwent significant expansion across the interwar years to subsume the village until the resumption of its civilian community status in 1966. Since then, the village has incrementally expanded to a population of around 2,600.

### Site History

Tangmere Airfield began its life after a forced landing by a Royal Flying Corps pilot in 1916 during the First World War, reporting on the suitability of the site to the War Office for the education of RFC personnel. Although the aerodrome commissioned for use as a training base had post-dated the First World War (having been constructed by the Armistice in November 1918), Tangmere quickly became one of the RAF's most popular bases. As the Forces War Records explain, this is attributed to the media covered Nos. 1 and 43 Fighter Squadrons garrisoned there from the mid-1920s to serve the Fleet Air Arm, piloting Armstrong-Whitworth Siskins and Hawker Fury biplane fighters until their retirement in the early-1930s. In response to the imminent threat of war, RAF Tangmere undertook a rapid programme of strategic expansion beginning with the revocation of the village's status as a civilian community.

Reginald Bryon and David Coxon, authors of *Tangmere: Famous Royal Air Force Fighter Station*, lay particular emphasis on the logistical intensification and enlargement of the runway complex to accommodate fighter jets such as the Merlin-powered Gloster Gladiators, Supermarine Spitfires and Hawker Hurricanes, earning coveted reputation as one of the 'four pillars' covering the critical approaches to London. Throughout the life of RAF Tangmere, the Royal Air Force Special Duty Service used the station to provide classified air transport (insertion and pick-up operations into occupied Europe) to support the resistance movement in Axis controlled territories, and as a stop-off point for squadrons moving to France to buffer the British Expeditionary Force. In spite

of Tangmere's location on the front line and sustained assaults staged by Luftwaffe Stuka dive-bombers, the station remained operational throughout the war. In a reshuffle of the Central Fighter Establishment, Tangmere Airfield's post-war legacy includes multiple consecutive world air speed records set by famous flying aces Teddy Mortlock Donaldson and Neville Duke.

Today, many legendary Group Captains within the Tangmere wing of Fighter Command are immortalised in film and through centenary events as war heroes, notably the legless Sir Douglas Bader, Squadron Leader Hugh Verity, and the distinguished pilot Johnnie Johnson.

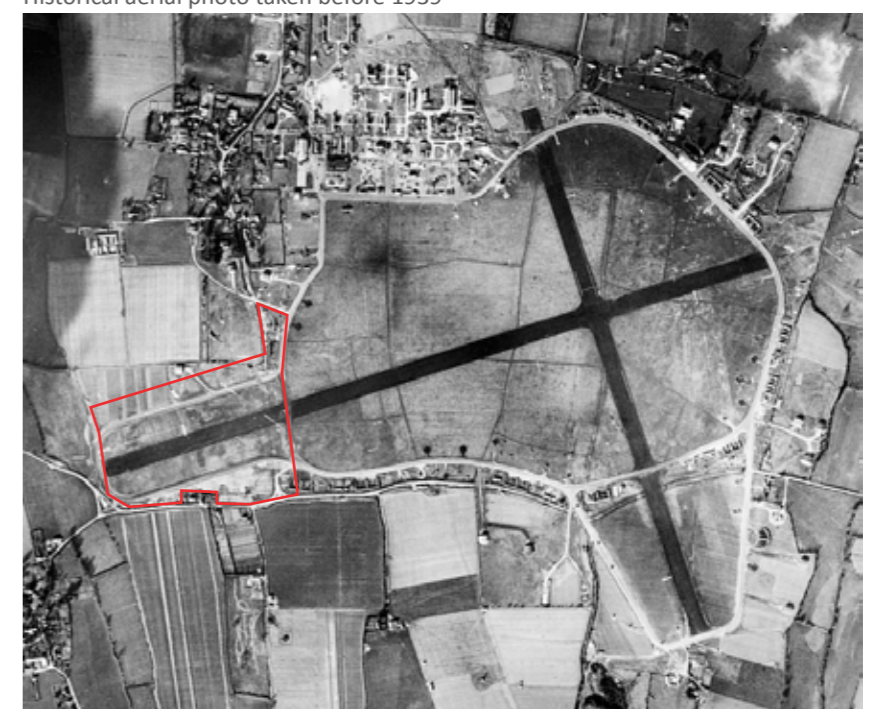
RAF Tangmere and its satellite airfields Westhampnett and Merston more generally supported a flurry of raids over enemy territories, instigating night intruder ('full moon') missions often involving lone pilots.

After a period of operation extending from 1917 to 1964, the station was finally closed and granted the "Freedom of Chichester" marked by a service in the Cathedral.

Since its closure, the land previously commandeered by the RAF has since returned to arable use. Only a few original RAF buildings remain, including three T.2 type hangars, the Grade II-listed Control Tower, fire station, and the Airmen's Institute. Historic England has reported that an examination of air photography indicates that parts of the intersecting concrete airstrips are being destroyed in advance of ploughing. Many relics of its halcyon years found on barracks, administrative blocks and repair workshops on site have their home in the Tangmere Military Aviation Museum founded by veterans of the base.



Historical aerial photo taken before 1939



Historical aerial photo taken after 1939



## 6.0 LOCAL PLAN AND POLICY CONTEXT

### 2015 Local Plan

Tangmere is a long-established settlement that is identified as a Settlement Hub in the Development Plan, partly by consequence of the Strategic Development Location which would seek to form a Plan-led extension of what is currently a large village. For areas sited outside settlement boundaries or strategic allocations Policy 45 supports proposals which meet a rural need or rural diversification, but other uses are largely directed to locations within settlement boundaries (other than those areas identified as Horticultural Development Areas).

The planned extension of Tangmere is set out at Policy 18 of the Local Plan, and will be masterplanned to deliver an extension providing 1000 homes and other facilities including infrastructure. A key element of infrastructure is a planned upgrade to waste water treatment facilities including a new pumping station which is proposed to be located just off Tangmere Road. The policy also supports appropriate development to extend the allocated horticultural development areas subject to a criteria-led approach.

Extracts from Chichester Local Plan Policy 32 is concerned with horticultural development, and supports the provision of larger-scale glasshouse uses subject to a criteria-driven framework in given localities, which include parts of the former RAF facilities at Tangmere. This is all on land east of and beyond the subject site.

Policies 33 and 34 are concerned with residential development and the delivery of affordable housing (30% target), and Policy 42 then goes on to provide a framework in terms of development proposals in relation to flood risk, directing schemes towards areas of lower flood risk or securing flood resilient design as appropriate.



**Policy 18**

**Tangmere Strategic Development Location**

Land at Tangmere (within the area shown on the Policies Map) is allocated for mixed development, comprising:

- 1,000 homes;
- Community facilities;
- Open space and green infrastructure.

Development will be master-planned in accordance with Policy 7, taking into account the site-specific requirements, proposals for the site should:

- Be planned as an extension to Tangmere village, that is well integrated with the village and provides good access to existing facilities;
- Incorporate new or expanded community facilities (possibly including a new village centre) providing local convenience shopping. Opportunities will be sought to deliver enhanced recreation, primary education and healthcare facilities;
- Incorporate small scale business uses;
- Make provision for green links to the National Park and Chichester city. Opportunities should be explored for provision of integrated green infrastructure in conjunction with the other strategic sites to the east of the city;
- Protect existing views of Chichester Cathedral spire and reduce any impact on views from within the National Park;
- Subject to detailed transport assessment, provide primary road access to the site from the slip-road roundabout at the A27/A205 junction to the west of Tangmere providing a link with Tangmere Road. Development will be required to provide or fund mitigation for potential off-site traffic impacts through a package of measures in conformity with the Chichester City Transport Strategy (see Policy 13);
- Make provision for improved more direct and frequent bus services between Tangmere and Chichester city, and improved and additional cycle routes linking Tangmere with Chichester city, Shopwyke and Westhampnett. Opportunities should also be explored for improving transport links with the 'Five Villages' area and Barnham rail station in Arun District; and
- Conserve and enhance the heritage and potential archaeological interest of the village, surrounding areas and World War II airfield, including the expansion or relocation of the Tangmere Military Aviation Museum.

Development will be dependent on the provision of infrastructure for adequate wastewater conveyance and treatment to meet strict environmental standards.

Proposals for development should have special regard to the defined County Minerals Safeguarding Area. Preparation of site plans will require liaison with West Sussex County Council at an early stage to ensure that potential mineral interests are fully considered in planning development.

A map of Chichester District Council showing the location of Tangmere Strategic Development Location. The map includes labels for 'Tangmere', 'TANGMERE CP', 'Tangmere Airfield (closed)', 'Boxgrove', 'Chichester District Council', and 'Chichester District Council'. The map shows the layout of the town and the location of the development site.

**CHICHESTER DISTRICT COUNCIL**

Location: Tangmere Strategic Development Location

Description

Scale: 1:13,000      Date: 08/04/2014      Author: Local Planning and Delivery

Extracts from Chichester Local Plan

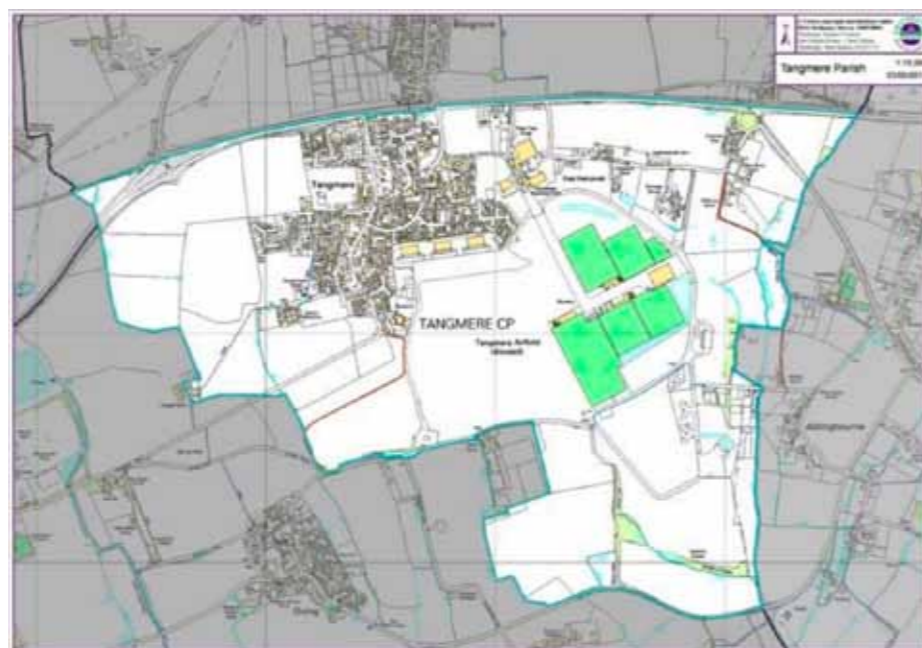


## 6.0 LOCAL PLAN AND POLICY CONTEXT CONT..

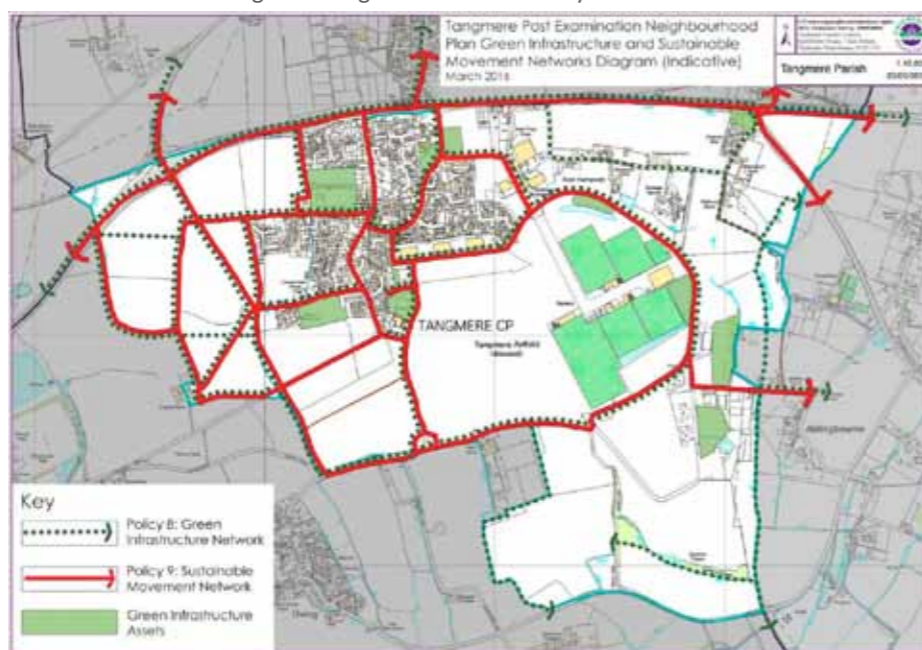
### 2016 Neighbourhood Plan

The Neighbourhood Plan has been adopted following protracted dialogue and a formal Examination process. It sets out design ambitions for the Strategic Development Location and makes other recommendations in terms of the village centre and other key areas such as the Aviation Museum. The subject site is located within the Neighbourhood Plan area but there are no specific recommendations or policy controls proposed for it by the Neighbourhood Plan.

There is a reference on the key Concept Plan for linkage to the Strategic site from beyond its boundaries to other parts of the Neighbourhood Plan area. In this instance, a linkage arrow is shown from the area considerably south of Tangmere Road (i.e. the subject site) into the Strategic site. It also encourages the creation of both a Tangmere Green Infrastructure Network and a Tangmere Sustainable Movement Network in accord with the spatial framework identified adjacent:



Designated Tangmere Neighbourhood Area, which coincides with the parish boundary  
Extracted from the Tangmere Neighbourhood Plan May 2016



Green Infrastructure and Sustainable Network Diagram  
Extracted from the Tangmere Neighbourhood Plan May 2016

### 2010 SHLAA

The 2010 SHLAA considered a raft of parcels which were essentially split into two sub-areas (Sussex Coast and North of District) with the Tangmere area falling within the Sussex Coast sub-area. This included some parcels which are within the Strategic Development Location as being potentially deliverable later in the Plan period whilst other parts of that allocation are not referenced. The 2010 SHLAA does not assess the subject site at all

### 2014 SHLAA

The 2014 SHLAA sought to consider a range of sites and all of the land now identified in the Strategic Development Location was concluded to be phased for delivery over the Plan period. The land immediately to the south (identified as TG08269G) was concluded to have “no potential” but the only justification for reaching this appears to be that it was not included within the allocation above. As above, the subject site does not appear to have been considered within the SHLAA.

### 2018 SHLAA

This has considered the site in very limited fashion in reference to a previous promotion of the site. In essence, it did not pass onto Stage 2 analysis because it was deemed to fail to be contiguous with the Development Limit. Whilst much of the site is undeveloped, it is also the case that the north-eastern boundary of the site is contiguous with the Development Limit and to that extent the conclusion of the 2018 HELAA is incorrect in this respect.



## 7.0 LANDSCAPE CHARACTER

The Council's Landscape Character Assessment was published in 2009, and this identifies the subject site as being within LCA124 (Tangmere Former Airfield).

It also identifies four other parcels close to Tangmere which include LCA122 (Tangmere Western Upper Coastal Plain) part of which has more recently been allocated as the Strategic Development Location. The northern boundary of LCA124 is formed by Tangmere Road and the other three boundaries are consistent with the defensible boundaries provided by those shown in the green infrastructure plan promoted within the Neighbourhood Plan.

Those three boundaries align with the subject site to a large degree.

The LCA was updated in 2011 (also taking into account the revocation of the Sussex Downs AONB) and the Study firstly characterises LCA124 in bulleted form as follows:

- Upper Coastal Plain
- Predominantly large, open arable fields
- Limited vegetation
- Large buildings on southern edge of Tangmere visible to the north-west
- Distant, filtered glimpses of north-eastern edge of Oving, to the south-west
- Forms part of the separation between Tangmere and Oving

The sites are then scored against a number of criteria and then this scored approach is applied against a standardised matrix.

In essence, the scoring system results in higher scores for parcels which exhibit greater sensitivity and landscape value which would mean that there is less residual landscape capacity to accept new development. For landscape sensitivity, the six criteria comprise:

- Inherent landscape qualities
- Contribution to distinctive settlement setting
- Inconsistency with existing settlement pattern
- Contribution to the rurality of surrounding landscape
- Contribution to separation between settlements
- Sensitivity

In respect of landscape value, the six criteria comprise:

- Landscape designation
- Other designation (conservation, heritage, flood etc)
- Contribution to the setting of "outstanding assets"
- Special cultural/ historical associations
- Perceptual aspects (eg scenic beauty and remoteness)
- Landscape value

The adjacent provides a tabular summary of the scoring for the LCA124 parcel and this is also cross-referenced with LCA122 for completeness. It is important to note that parcel LCA124 is considerably larger than the subject site and as such the analysis provided is likely to be cautious because it presupposes the development impacts across the entirety of the parcel rather than the lesser effects which would be had if a smaller sub-area were taken forward.

	LCA 124		LCA 122	
	SCORE	COMMENT	SCORE	COMMENT
Inherent landscape qualities	2	Some boundary loss, limited boundary vegetation	3	Despite large field sizes, relatively low boundary loss, but limited boundary vegetation.
Contribution to distinctive settlement setting	3	Open, arable setting to the south of Tangmere.	2	Unremarkable western setting to Tangmere.
Inconsistency with existing settlement pattern	4	Large open area to the south of the settlement by vegetation and large buildings along southern edge of Tangmere. Constrained by flood zone.	4	Rural, largely arable fields, mostly beyond existing western extent of the settlement. Only smaller enclosed fields adjacent to the settlement are consistent.
Contribution to the rurality of surrounding landscape	3	Part of wider arable landscape to the west	3	Rural, but some surrounding urban influences.
Contribution to separation between settlements	4	Part of separation between Tangmere and Oving	4	Part of separation between Tangmere and Chichester, and between Tangmere and Oving
Sensitivity	3		4	
Landscape designation	1	N/A	2	Proximity to SDNP
Other designation (conservation, heritage, flood)	3	Significant flood zone. PSR.	4	Setting to listed buildings and Shopwyke Historic Park, PSR and some flood zone.
Contribution to the setting of "outstanding assets"	3	Setting to military aviation museum. Tangmere Airfield. Minor distant views of the South Downs	3	Setting to Shopwyke Park, minor setting to SDNP. Chichester Cathedral Spire visible. Distant views of the South Downs from the southern part of the character area
Special cultural/ historical associations	3	Site of Tangmere Military airfield	2	Shopwyke Park
Perceptual aspects (eg scenic and remoteness)	2	Reduced by views of adjacent glass houses and dilapidation in some areas	2	Limited due to A27 and adjacent settlement
Landscape value	3		3	
<b>TOTAL</b>	<b>34</b>	<b>Not Allocated</b>	<b>36</b>	<b>Allocated</b>

We would note for clarity that the assumptions of the LCA for parcel 124 would appear overly cautious in a number of facets, especially if it was noted that the subject site was considerably smaller and excluded the land to the east which is closer to the Aviation Museum.

We would also note that this land has recently been subject of a Committee resolution to grant planning approval for glasshouses and other associated works (TG/17/01699/FUL) and whilst we do not argue that this renders the landscape character as being urbanised, it will (upon execution of the legal agreement and then the implementation of the scheme) clearly impact upon any consideration of openness.

It is our understanding that the subject site is virtually entirely flood zone 1, and as such flood risk would be considered low. As such the criteria for "other designation" and also "inconsistency with settlement pattern" specifically cite flood risk and as such those scores are likely to be overstated.

In respect of the criterion for "inconsistency with existing settlement pattern" this also cites the potential impact on the large open area to the south of the settlement. This is likely to be more relevant to the eastern part of the LCA124 parcel which meets with the development limit and affords long views- of course this part of the parcel is not being promoted and as such (again) this may well overstate the scored impacts. We think it likely in practice that a scored impact for the site proposed would be circa 30, which would place its landscape capacity at the cusp of Low/Medium rather than Low.

As we have set out earlier, there is a clear design intent to retain and enhance the tree-lined boundary to the three sides which align with the green infrastructure assets and there would also be an intent to provide an enhanced and defensible boundary to the north subject to detailed design and master planning in concert with Seaward promoting the land to the north. As such these assets will not be impacted to any material degree.

We would also confirm for completeness that the applicant is agreed to provide on-site open space and sustainable drainage in accord with planning requirements. The inclusion of these facilities on-site shall of course provide a positive contribution to the landscape character of the area in biodiversity terms but also in respect of more qualitative criteria.



## 8.0 TRANSPORT AND ACCESS

### Existing Site Access & Accessibility

#### Site Access

The previous submission simply showed the existing gated access position off Gamecock Terrace as the preliminary point of access to the proposed development site. This point of access was at the north-eastern edge of the site subject of this representation. The access proposal has now been amended in the light of a recent County planning approval, through which there is permission for the construction of a wastewater treatment facility on this land inclusive of an access proposal albeit that the subject land remains in the ownership of the promoter. That scheme if implemented would prejudice any access to the subject land including for its established lawful use.

Through this proposal there is a demonstration of a re-configured layout which retains the opportunity for the wastewater facility alongside access to the land to the south for residential development. This provides access to the wastewater facility by priority junction as per the approval, which is also more than adequate to serve the transport requirements of the proposed residential uses to the south.

Gamecock Terrace is approximately 6m wide with a footway along the northern side and a grass verge to the southern side. The road is subject to a 30mph speed limit and is illuminated. Tangmere Road varies in width between approximately 6m and 6.5m and has a footway along the eastern edge from the village centre to Gamecock Terrace, as with Gamecock Terrace the road is subject to a 30mph speed limit and is illuminated.

Tangmere Road provides a route between the A27 Chichester Bypass to the west of the site and the A27 north of Tangmere

Village. Notably, the Chichester City Transport Strategy identifies a public transport improvement corridor to the strategic land to the north of Tangmere Road, which will directly benefit access infrastructure of the site

#### Pedestrian and Cycle Access

The previously mentioned footway along Tangmere Road and Gamecock Terrace provide a safe link for pedestrians from the site to Tangmere. This footway also provides a connection to the local network of public footpaths and Byways, some of which pass through the site.

There are no dedicated cycle facilities or routes within the immediate vicinity of the site.

#### Public Transport

Stagecoach currently provides a bus service between Chichester, Tangmere and the Tangmere Aviation Museum with a stop on Gamecock Terrace. There are at least two buses an hour that operate along this route on Mondays through to Fridays and an hourly service on Saturdays and Sundays. As such the site is considered to be highly accessible by public transport. It is likely that by consequence of the proposed junction arrangement that there would be a need to relocate the existing bus stop but this can straightforwardly be achieved.

#### Key Local Services

A range of key services, including shops and schools, are available within Tangmere and the distances between the site and these services is such that they are accessible by a range of travel modes. Added to this the wider range of services available in Chichester and the available bus service then all key services can be accessed by modes other than the private car.

### Access Proposals

The main point of vehicular access to the redeveloped site is proposed from Gamecock Terrace and the road layout proposed provides access to all parts of the site. It is expected that the promotion of a public realm style of junction and carriageway design and the uses of areas of shared space will create a modern and attractive transport infrastructure network to the benefit of all types of road user.

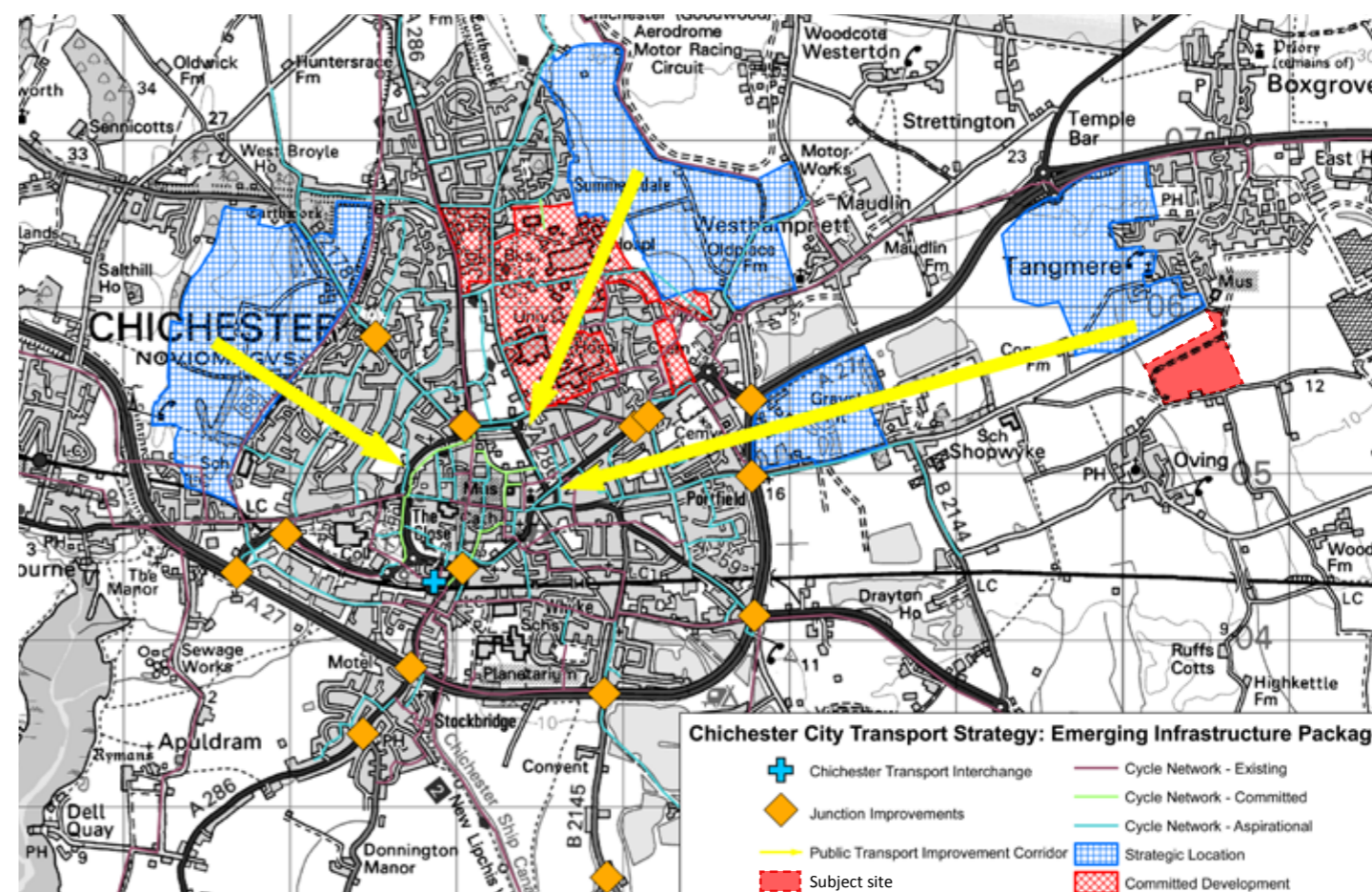
Through this proposal (Refer TPA drawing SK-03RevA) there is a demonstration of a re-configured access arrangement which retains the opportunity for the wastewater facility alongside access to the land to the south for residential development. This provides access to the wastewater facility by priority junction as per the approval, which is also more than adequate to serve the transport requirements of the proposed residential uses to the south.

Further connectivity and access is provided to the development site from road which forms the southern boundary of the site.

Wider ranging infrastructure improvements are not considered likely to be required as a result of increased local traffic movements, albeit this would form part of a more detailed assessment at the appropriate time in the future. As part of this work consideration will be given to the form and function of the junction of Tangmere Road and Gamecock Terrace, with the potential to introduce some form of gateway feature to the proposed development.

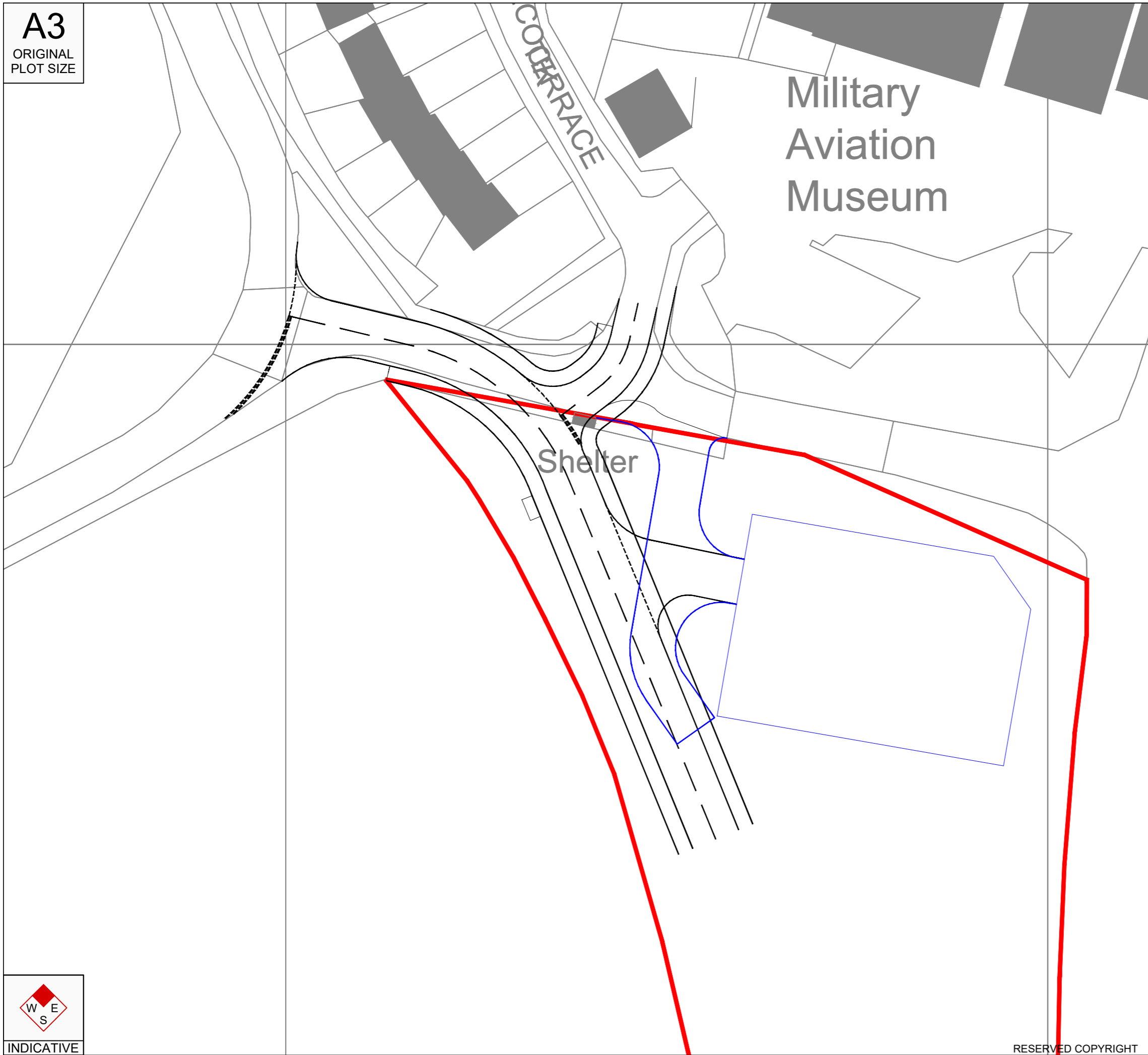


Stagecoach bus stop on Gamecock Terrace





**A3**  
ORIGINAL  
PLOT SIZE



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NOTES:  
Blue details position and form of access for approved pumping station

Rev	Date	Details	Drawn by	Checked by	Approved by
A	26/09/18	Approved pumping station details added	JH	JH	JH

Bristol  
 Cambridge  
 London  
 Manchester  
 Oxford  
 Welwyn Garden City



Transport Planning Associates  
  
 Sheraton House  
 Castle Park  
 Cambridge  
 CB3 0AX  
 01223 370135  
[www.tpa.uk.com](http://www.tpa.uk.com)

CLIENT:  
**John Heaver**

PROJECT:  
**Land at Tangmere Airfield  
Tangmere**

TITLE:  
**Proposed Site Access Works  
with Approved Pumping  
Station Location - Option B**

STATUS:  
**Feasibility Sketch**

SCALE: 1:500	DATE: 20/09/18	DRAWN: JH	CHECKED: JA	APPROVED: JH
JOB NO: 1804-32	DRAWING NO: SK03	REVISION: A		



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## 9.0 HERITAGE ANALYSIS

We have reviewed the Historic Environment Record's online resource and at this point we are not aware of any designated heritage assets within the site or those beyond the site where there would be a likelihood of any material impact upon their character or setting. The promoter is content to confirm that appropriate heritage and archaeological studies and reports will inform any future planning application proposals for the site as considered necessary by the planning authority.

## 10.0 ECOLOGY

Any development proposal would be preceded by an ecological and wildlife survey to determine the presence of any rare or notable plants and wildlife. Any development will encourage the reversal of habitat fragmentation and the creation and improvement of habitat links to create eco-corridors, as is the norm.

Further ecological enhancement on the subject site will be implemented as deemed necessary and/or advantageous to enhance its ecological potential as well as make positive contribution to other factors.

Woodland management, new planting to form defensible boundaries and additional measures (such as bat and bird boxes in the trees and hedgerows) would support such aims and can be controlled through the development management process.

## 11.0 SCHOOL PLACES

Tangmere falls within the "Chichester" Primary Planning Area, one of four PPAs in Chichester. and the nearest primary school to the site is Tangmere Primary Academy which is one of twenty primary schools in this Planning Area. This excludes special schools, of which there are two in the PPA both of which are very largely at capacity.

The 2018 West Sussex County Council Planning School Places report identifies that the Tangmere Academy has a capacity of 210 places and that the number on roll during 2017/18 has been 209- it is essentially at capacity. For the Primary Planning Area as a whole, at the current year the schools have had a roll representing 89% capacity with 408 residual spaces. In terms of secondary provision, the extent of residual supply at the current year is greater (77% occupancy) leaving a residual 999 spaces in total. The West Sussex plan makes clear that the Tangmere SDL is obliged to provide an on-site single form entry primary school (210 places) which can be doubled in scale if necessary.

The key matters is the estimated pupil yield in respect of new housing, which can vary at the regional level but also by consequence of the type of housing which is promoted. As an example, East Sussex advise a primary school yield of 0.25 primary places per new family home.

The yield is reduced for apartments and for 1 bed apartments is de minimis. In the context of the assumed 1000 dwellings through the allocation that would equate to 250 primary school places. Clearly in the event that the houses were all built out and those yields were achieved then the proposed single-form primary school (210 places) would be inadequate and the additional form would be necessary.

In the event that the subject site was allocated in due course we would envisage that this could generate an aggregate housing yield of 420 units. In aggregate form, this would generate 1420 homes (inclusive of the 1000 allocated through the SDL) which is close to the now identified target for Tangmere of 1500 homes. Through application of the family home yield factor the 1500 home target would create a requirement for 375 places in total which can be accommodated by a two-form primary school.

This is likely to overstate the requirement in practice as the above developments will inevitably include some element of apartment units to provide the mix of type and tenure that are expressly encouraged.



## 12.0 FOUL AND SURFACE WATER DRAINAGE, GROUND CONDITIONS AND FLOOD MAPPING

# PINNACLE

CONSULTING ENGINEERS

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King & Co  
Marquis House  
68 Great North Road  
Hatfield  
Hertfordshire  
AL9 5ER

20 July 2018

Reference: C180707

Dear Oliver

### **RE: Tangmere Airfield- Planning Reps**

We have undertaken an initial site appraisal of the civil/structural engineering aspects of the proposed site using readily available data sources and would report as follows:

#### Site Setting

The site is currently in agricultural use and is largely flat, level and open with an apparent right of way running beside the west boundary and cutting across the northern part of the site. The southern boundary road is lined with a mixture of hedgerow and trees with farm buildings midway along its length. The south-east corner has a small copse.

#### Historic Mapping

Historic mapping indicates that the site was originally open farmland. The maps show a concrete runway pavement and taxiways from 1961 associated with its use as an airfield. At the same time an electricity substation appears at the north-west corner of the site. The airfield was established during the First World War although perhaps initially with grass airstrips in a similar layout. Aerial photos from 1944 appear to corroborate this. Maps note the airfield falling into disuse by 1973. Planning permission was granted in 1993 to break up the runways and the land has been returned to agricultural use since 1994. The White Horse Inn and Tangmere Hotel public houses to the south-west side of the site are no longer recorded on mapping from 1961 and it is possible that localised foundations remain.

Cont/...

# PINNACLE

CONSULTING ENGINEERS

Please refer to the attached record maps.

#### Ground Conditions

British Geological Survey mapping and nearby boreholes indicate Topsoil / Made Ground of 0.5-2m deep overlying the superficial geology of Alluvium / Head Deposits / River Terrace Deposits (gravel, sand, silt and clay), in turn overlying the bedrock geology of London Clay at around 6-10m below ground with Chalk at 25-30m below ground.

Despite being the site of a former RAF airfield, the risk of unexploded ordnance is indicated as Low risk, so it is unlikely that any special investigations nor monitoring will be necessary other than for a watching brief.

Available boreholes do not record a shallow water table that may impact foundation design.

#### Environmental Considerations

Contaminant PAHs and TPHs may be present due to the former use of the site as an airfield though environmental risk is low.

UK Radon mapping indicates the site has a 1-3% risk of radon and so any new construction would be provided with a basic level of protection such as a lapped and sealed DPM.

#### Drainage

Foul - Southern Water record mapping confirms that there is foul drainage locally available to a development of the site. Indicative architectural layouts note the foul water sewer running west-east across the northern part of the site. Any development over the foul main would be associated with an appropriate build over agreement or diversion.

We are not aware of any capacity issues in the local network that would prevent the proposed development discharging into it, subject to a pre-development inquiry to be followed by S106 agreement with Southern Water

Surface Water - as a greenfield site, the development will include a full SUDS system with associated attenuation ponds and treatment trains such as swales and reed beds to limit discharge rates to greenfield runoff. This approach is as recently adopted for the adjacent site to the east. The underlying geology is unlikely to be viable for infiltration solutions. Surface water will leave the site via the existing ditch network. Drainage design would be in accordance with current best practice and local LLFA requirements.

Please refer to the attached record plans

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Flooding

EA flood mapping indicates the site to be mostly within low risk Flood Zone 1. Any planning application would be supported by an appropriate Flood Risk Assessment report confirming that all built form and estate roads will be within areas at low risk of flooding. Please refer to the attached EA record mapping for both fluvial and pluvial flood risk.

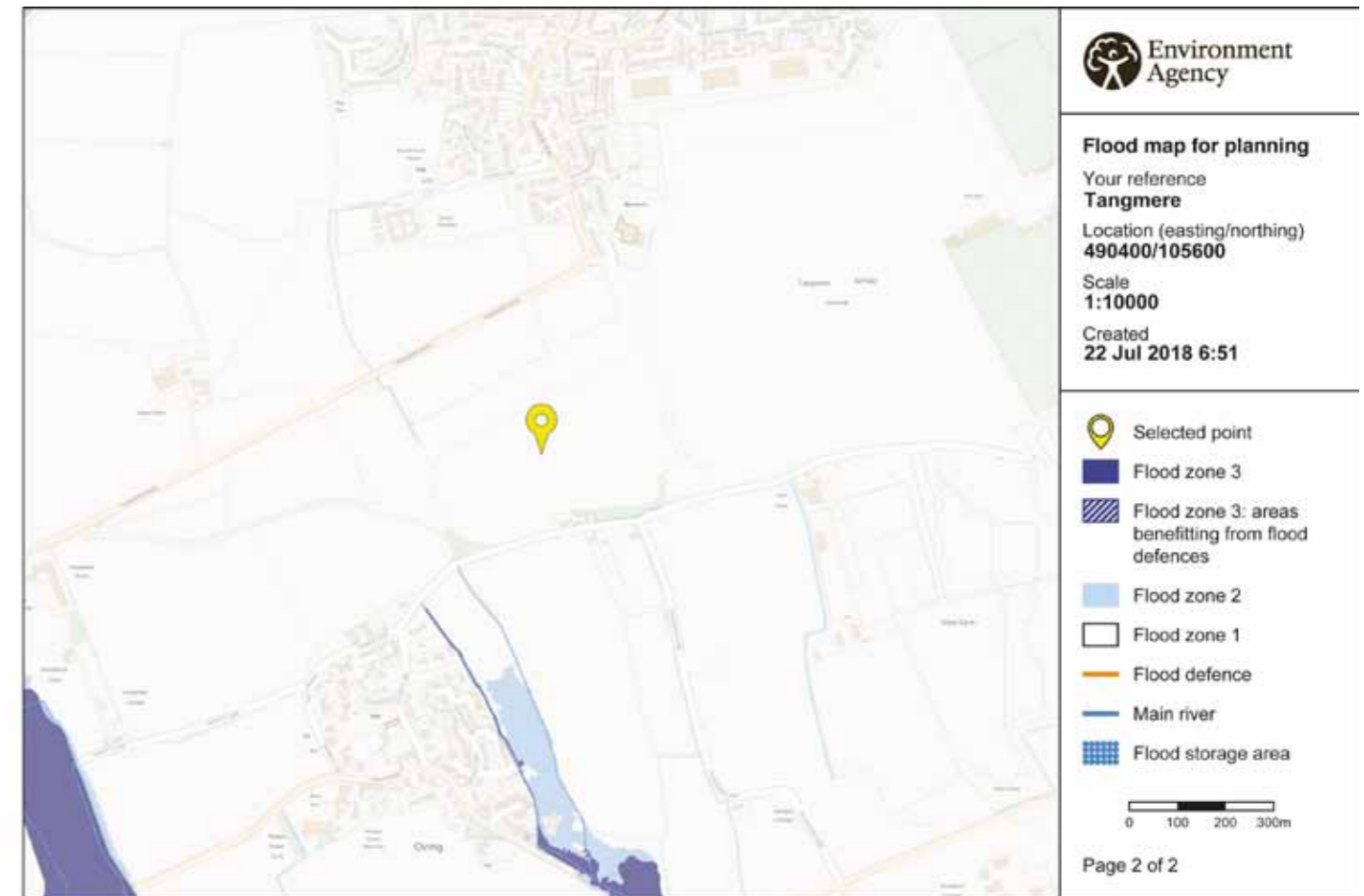
Electricity

Scottish and Southern Electricity record plans note an 11kV supply available to the west and north of the site. Please refer to the attached record drawing.

Yours faithfully,

Richard Lowenthal  
Pinnacle Consulting Engineers Limited  
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01707 527630

Enc.



Environment Agency Flood Map for Planning

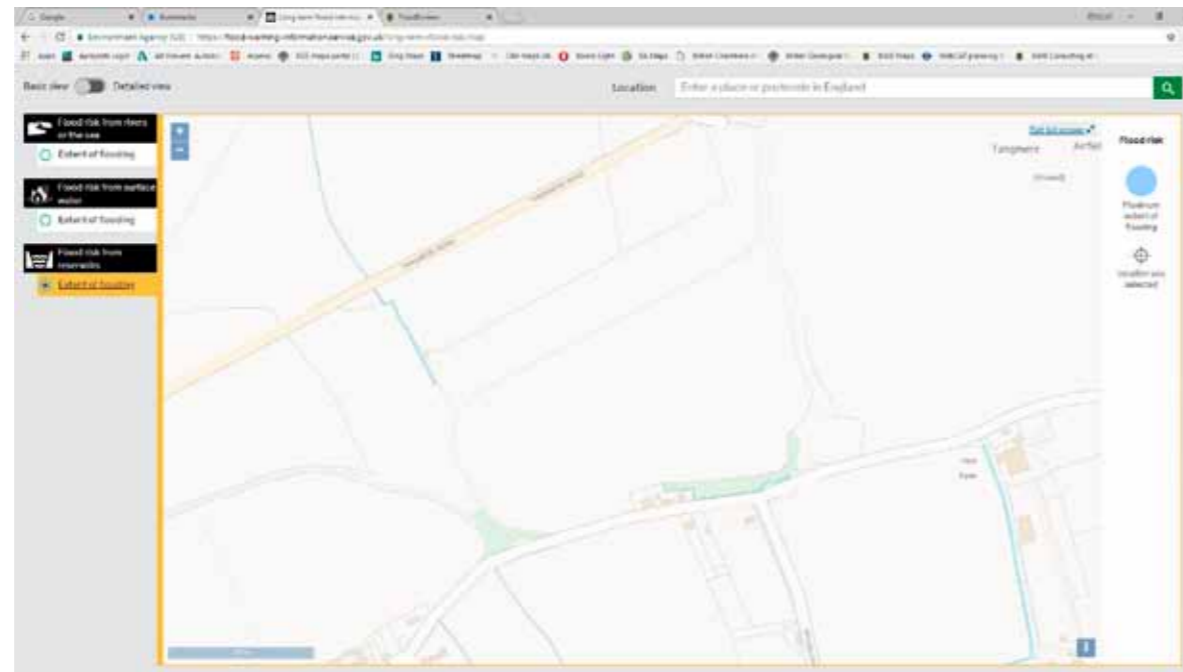


## 12.0 FOUL AND SURFACE WATER DRAINAGE, GROUND CONDITIONS AND FLOOD MAPS

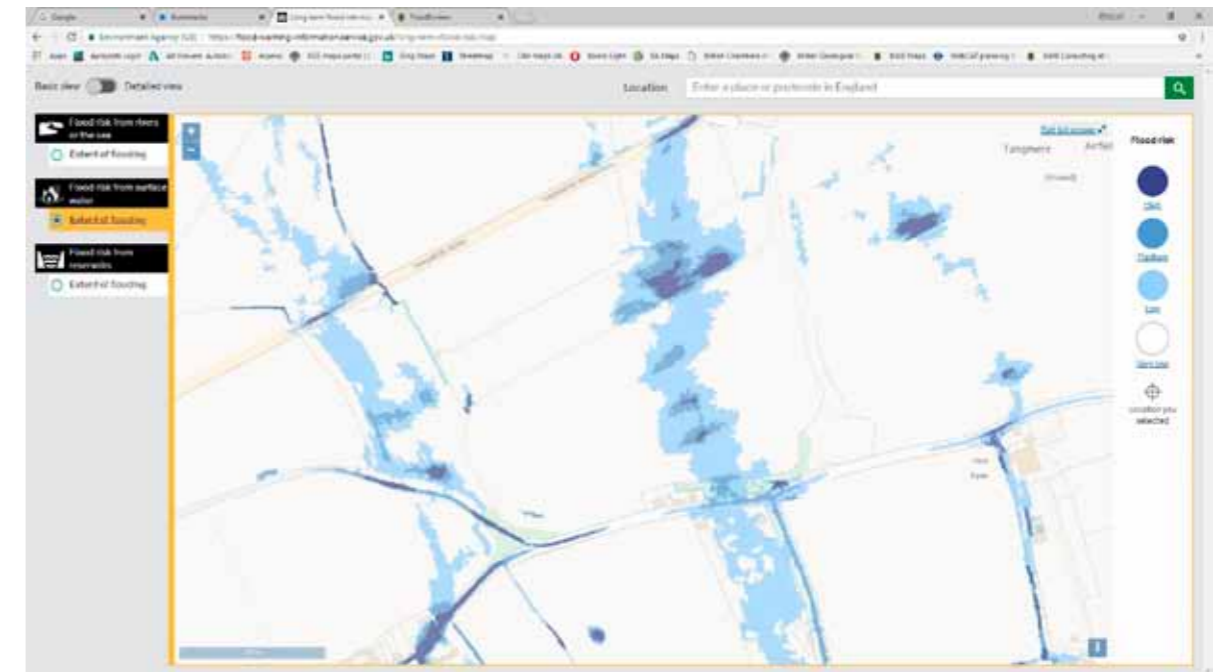
Notably, whilst the Environment Agency flood map for planning shows the site to be mostly in Flood Zone 1 and therefore within low flood risk, there will clearly need to be mitigating measure taken to manage the surface water flooding on the site.

A full Flood Risk Assessment will be undertaken at planning stage to demonstrate how the proposed drainage system for any new development manages this, and mitigates the risk of any surface water flooding issues..

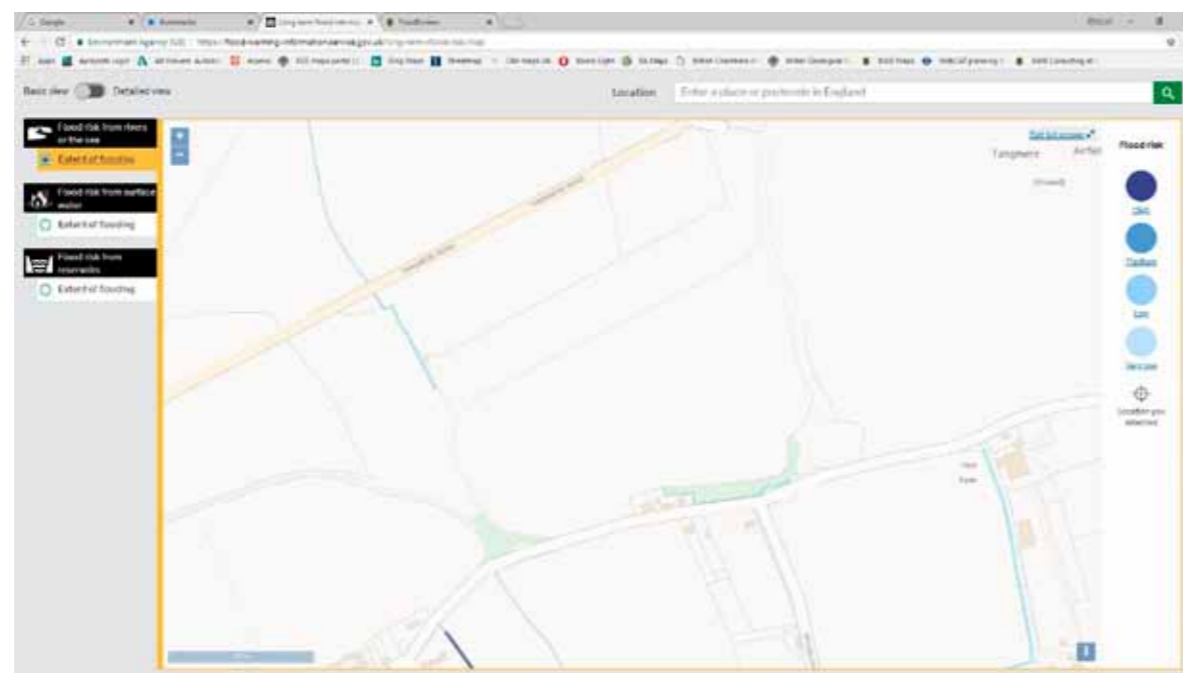
As suggested by Pinnacle Consulting surface water drainage will be by SUDS drainage systems such as swales, attenuation ponds, etc to limit surface water discharge to greenfield run off rates, and this will be subject to a full detailed design at planning stage.



Environment Agency map of Flood risk from reservoirs



Environment Agency map of Flood risk from surface water



Environment Agency map of Flood risk from rivers or sea

## 13.0 SITE PROPOSALS

The previous submission simply showed the existing gated access position off Gamecock Terrace as the preliminary point of access to the proposed development site- with the site promoted for residential uses. Through the 2018 HELAA, it has been stated that the site was not contiguous with the Development Limit and therefore did not warrant a more granular Stage 2 assessment. We have set out earlier that this conclusion is incorrect as the access point is plainly contiguous with the settlement.

The access proposal has now been amended in the light of a recent County planning approval, through which there is permission for the construction of a wastewater treatment facility on this land inclusive of an access proposal albeit that the subject land remains in the ownership of the promoter. That scheme if implemented would prejudice any access to the subject land including for its established lawful use. Through this proposal there is a demonstration of a reconfigured layout which retains the opportunity for the wastewater facility alongside access to the land to the south for residential development. This provides access to the wastewater facility by priority junction, which is also more than adequate to serve the transport requirements of the proposed residential uses to the south.

The proposed residential uses will provide affordable housing and open space in line with policy requirements. The promoter understands that the access road has a 30mph speed restriction and is content that the scheme's access proposals will be appropriate to meet design standards. The promoter would intend to provide

footways and localised widening should that be deemed necessary to maximise accessibility.

In terms of development yield, we assume the delivery of on-site open space and sustainable drainage leading to a net developable area of circa 12 hectares. On the basis of 35 units/hectare on the developable area, the site could achieve up to 420 units of a mix of type and tenure.

It is understood that the Council's intention is to deliver the Strategic Development Location as an urgent priority (allocated for 1000 homes) and is considering the use of CPO powers. It is further understood that by consequence of additional pressure on housing supply there is a consideration of whether Tangmere could deliver 1500 homes over the Plan period.

The promoter wishes to clarify that this site should not be seen as distinct from other opportunities, and can form part of a cohesive and well-planned extension to Tangmere as is sought by the Plan-led approach. The site provides its own access to the highway network, but could also in time align with any proposed use of land to the north which has a boundary with Tangmere Road. Through the addition of further land it provides a greater opportunity to deliver the additional housing sought by the planning authority and the critical mass to provide necessary infrastructure.

The site will be screened from the Tangmere Conservation Area by the development of the land which is already allocated (to the north) and already has substantial enclosure to three sides which form part of the green infrastructure network which will be preserved and

enhanced. The development site would be able deliver approximately 420 dwelling units, which would provide a notable contribution to emerging housing requirements and subject to multi-modal access improvements can be concluded a sustainable location.



13.0 SITE PROPOSALS





## 14.0 CONSISTENCY OF APPROACH

The Council has felt able to allocate a substantial tranche of land (effectively LCA122) which when scored against its own Landscape Character Assessment had an aggregate score across multiple criteria of 36 which equated to a rating of Low Capacity to accommodate the effects of new development. It has also been deemed to be such an important planning scheme that the Council has progressed to use its S226 compulsory acquisition powers to accelerate and safeguard its implementation.

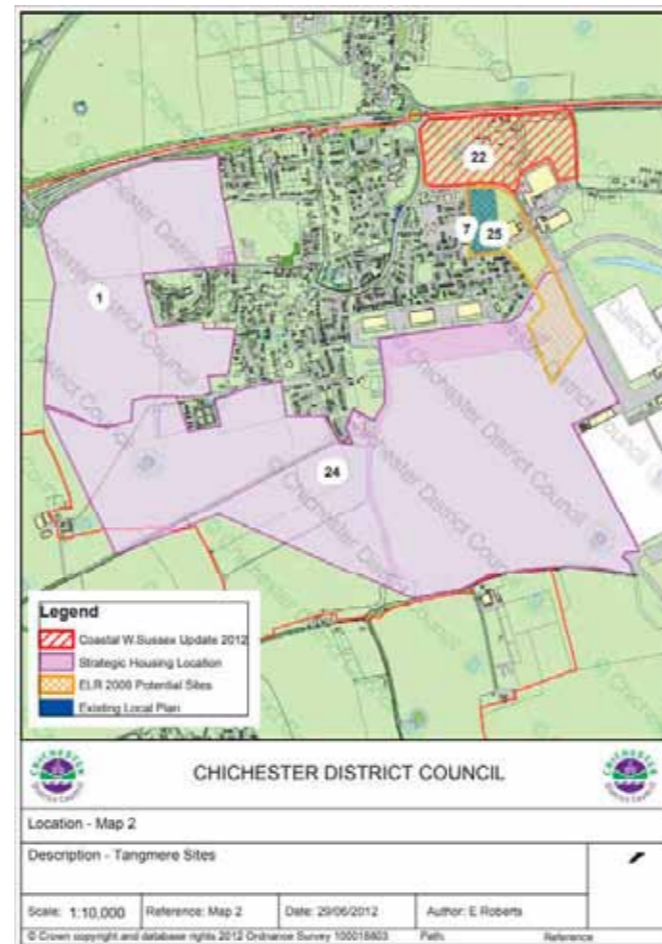
By contrast, the entire area for LCA124 was adjudged to score 34 which of course included sub-areas with different characteristics and we have also noted some anomalies in the scoring which would appear to overstate those effects. This is a site which is less sensitive and is immediately available.

We extract below information from the 2013 Employment Land Review Update from GL Hearn.

We would therefore note that at this point in time that there is evidence to suggest that the subject site was under proper consideration for housing development as part of the strategic development location. Given that the sensitivity of the site is no greater than that which has been allocated already, this should weigh in its favour to meet the housing need which has become more pressing over time.

The reduced size of the subject parcel has meant that the more open parcel to the east is excluded which is also consistent with the area being used for intensive horticulture and allocated as such. We have set out that we think it realistic that

the more granular subject site would attract a composite score of circa 30 which would place it at the cusp of Low/Medium Landscape Capacity.



## 15.0 DELIVERABILITY

The representor is working with the owner of the site and they support the principle of development. The site is understood to be under one ownership and the use of the site as proposed is understood to be free from legal impediment.

A key point here is that at this moment in time the Council has a substantial allocation nearby but with a very obvious impediment to delivery. The Plan is also considering the prospect of increasing yield in Tangmere to circa 1500 units to both meet district level needs and to assist the delivery of necessary infrastructure. This proposal provides a clear and immediate opportunity to pump-prime the delivery of new homes and the infrastructure that is sorely needed.

The principle of the use of the land for residential purposes is agreed with the landowner. The proposed access solution can straightforwardly meet appropriate highway standards. There is also potential for connectivity through the site to the north to meet Tangmere Road and provide an access solution in approximately the same position as that envisaged for the SDL allocation north of Tangmere Road. These representations have shown that there is a very clear and credible opportunity to deliver circa 420 new dwellings.

The access proposal has now been amended in the light of a recent County planning approval, through which there is permission for the construction of a wastewater treatment facility on this land inclusive of an access proposal albeit that the subject land remains in the ownership of the promoter. That scheme if implemented would prejudice any access to the subject land including for its established lawful use. Through this proposal there is a demonstration of a re-configured

layout which retains the opportunity for the wastewater facility alongside access to the land to the south for residential development. This provides access to the wastewater facility by priority junction, which is also more than adequate to serve the transport requirements of the proposed residential uses to the south.

There is no legal impediment or other development constraint which would prevent commencement of these units immediately upon planning consent and thus their construction to move forward within a three year period.

Given that the site is likely to be less sensitive (and certainly no worse) than the site which has already been allocated, it does not seem reasonable that the site could not be concluded to pass the SHLAA type tests of suitable and achievable, and it is categorically available.



## 16.0 PRECEDENT STUDIES





16.0 PRECEDENT STUDIES CONT..





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