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LAND AT SOUTHBOURNE

VISION DOCUMENT
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1.0 INTRODUCTION

PURPOSE

This document has been prepared on behalf of the Church Commissioners for England in relation to their land holdings on the north and west of Southbourne. It represents the Church Commissioners' response to proposal by Chichester District Council to deliver a minimum of 1,250 new homes in Southbourne as part of the Local Plan Review Preferred Approach 2016-2035.

This document demonstrates how a sustainable extension to Southbourne could be achieved to deliver at least this number of new homes for the village, as well as employment, community uses and a significant amount of new public space and green open space. It would provide a sustainable extension that integrates into the village and surrounding landscape.

This document has been prepared following a detailed analysis of the site and its surroundings and in response to the examination of various technical matters including landscape and visual appraisal, air quality and noise, flood and drainage, ecology, transport, utilities and character.

In addition to summarising the technical analysis, this document sets out a vision for the site, explores its constraints and opportunities, and suggests one way in which development could come forward. There are of course many ways that the site could be designed and we welcome the opportunity to work with Southbourne Parish Council at the appropriate time to realise this opportunity.

THE APPLICANT: THE CHURCH COMMISSIONERS FOR ENGLAND

The Church Commissioners manage a diverse investment portfolio, including commercial and residential properties along with rural land, to produce revenue to support the Church of England's work.

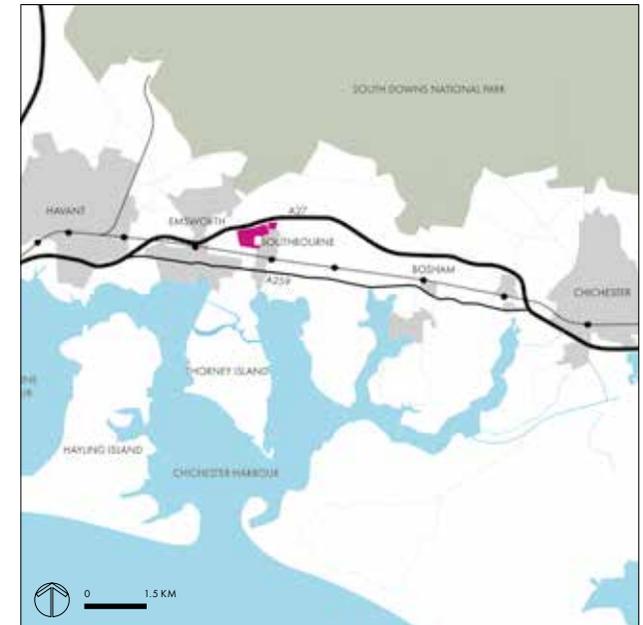
THE SITE

The Church Commissioners' land comprises 69.3ha and is located to the north and west of Southbourne. They own two parcels of land to the east and west of Stein Road and south of the A27. The eastern boundary is also enclosed by South Lane. The sites are within flood risk zone 1 and are not subject to any heritage or landscape designations. Both portions of land are currently in arable use and access could be gained from Stein Road.

THE OPPORTUNITY

The land is deliverable and is fully within the Church Commissioners' control. It represents an opportunity to integrate new homes, community facilities and employment into the new community and provide significant provision of open and green spaces.

It would provide a sustainable extension that integrates into the village and surrounding landscape.



SITE LOCATION



- 1 EASTERN PARCEL
- 2 TPO TREE CLUMP IN WESTERN PARCEL
- 3 PUBLIC RIGHT OF WAY TO NORTH OF WESTERN PARCEL
- 4 THE SITE ADJOINS THE EXISTING BUILT FORM ALONG STEIN ROAD
- 5 THE SITE ADJOINS THE EXISTING BUILT FORM ALONG STEIN ROAD
- 6 BOUNDARY WITH BOURNE COMMUNITY COLLEGE

SITE PHOTOGRAPHS

2.0 CONTEXT

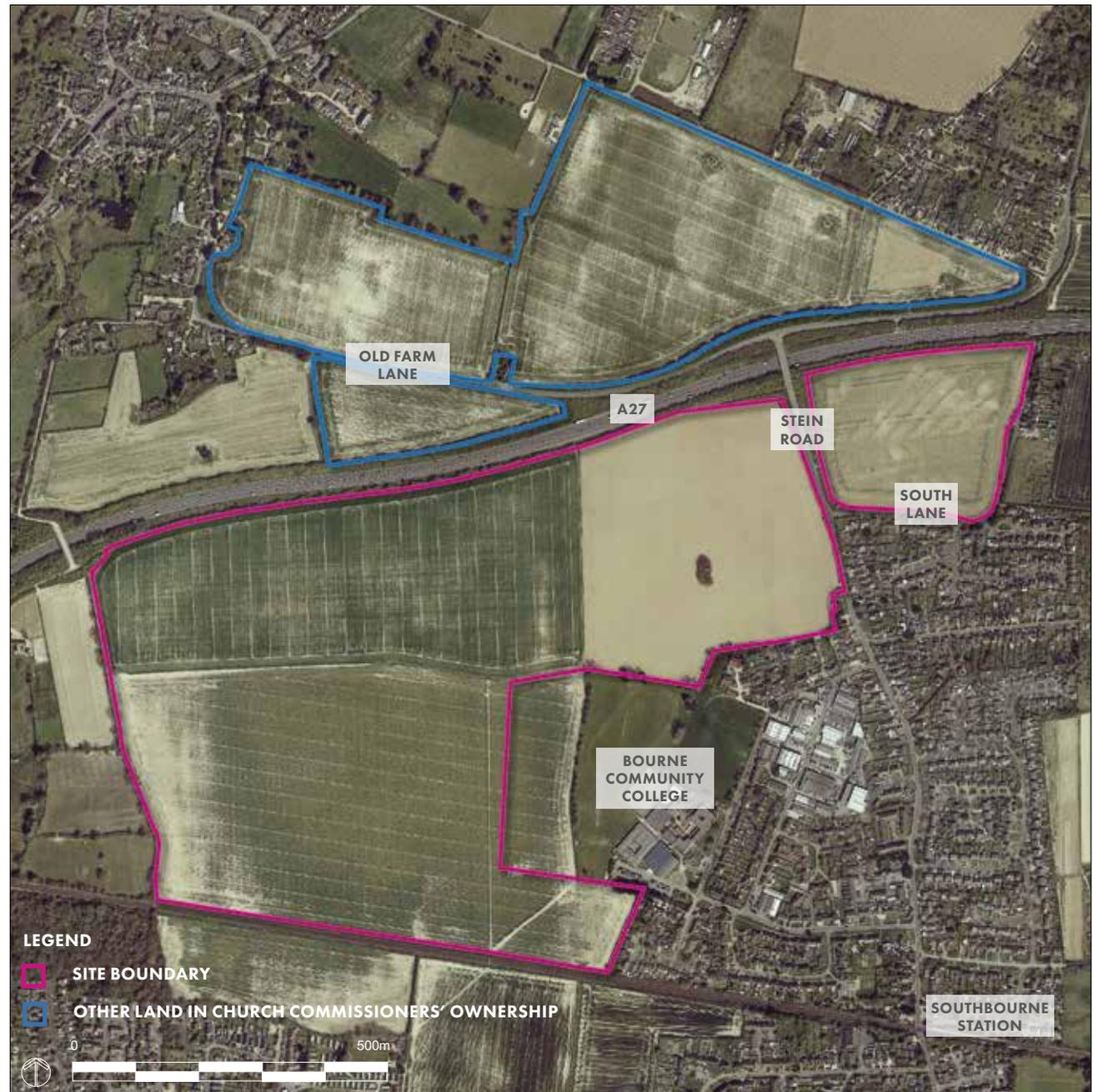
SITE LOCATION & CONTEXT

The location of the Church Commissioners' sites on the northern and western edges of Southbourne will enable a new gateway to the village to be created and form a logical extension to the settlement, which is well integrated and provides good access to existing facilities, and is easily accessible.

The Church Commissioners' land at Southbourne comprises 69.3 hectares. It is located to the north and west of Southbourne and is bound by the A27(T) to the north and railway line to south. Stein Road runs through the land. Stein Road intersects the northern land and the western land wraps around the settlement, including Bourne Community College. Lumley/Hermitage is located to the west.

The land relates well to the village, are located in the settlement policy area. The land either side of Stein Road relates well to the recreation ground (the only public open space in the village), the grounds of the Bourne Community College and the Leisure Centre, and are located within 10 minutes' walk from the railway station and Tesco Express.

Land to the east of Stein Road is contained by South Lane to the south and east; the A27 to the north; and Stein Lane to the west. The land to the west of Stein Road is contained by Bourne Community College to the south; the A27 to the north; and an existing right of way to the west.



SITE BOUNDARY

SERVICES & FACILITIES

Community facilities are widely dispersed across the village, with some south of the railway line, and particularly along the old Roman Road. Bourne Community College and Leisure Centre is the largest single employer in the village and is located adjacent to the Church Commissioners' land. The college, and the adjacent recreation ground, form an important community hub and relate well to the sites. The land is within 10 minutes of the local centre focused around Tesco Express, and is a short walking distance from the library and village hall, Southbourne Infant and Junior School, and the railway station. There are no listed buildings within the proximity of the site.

Southbourne has a GP practice located at 337 Main Road, approximately 1.3km from the site. It supports approximately 10,000 patients with 7 GPs and is listed as registering new patients. It also has a dentist located at 287-289 Main Road. The nearest Hospital is St Richard's Hospital in Chichester, approximately 10km from the site.

LEGEND

	SITE BOUNDARY		BUS ROUTE
	SCHOOL		COMMUNITY FACILITY
	EMPLOYMENT		SOUTHBOURNE RAILWAY STATION
	RECREATION		RAILWAY LINE
	COMMUNITY COLLEGE		



COMMUNITY FACILITIES

3.0

PLANNING CONTEXT

NATIONAL PLANNING POLICY

The National Planning Policy Framework (2018) sets the Government's objective to "significantly boosting the supply of homes" (para. 59). At paragraph 23 it makes clear that strategic policies should provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period, in line with the presumption in favour of sustainable development. Also of relevance, Paragraph 78 of the NPPF (2018) promotes sustainable development in rural areas, noting that housing should be "located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby." This is what the Chichester Local Plan is seeking to achieve.

THE STATUTORY DEVELOPMENT PLAN

The statutory development plan for the site comprises the Chichester Local Plan (2015), the Southbourne Neighbourhood Development Plan (2015) and the West Sussex Joint Minerals Local Plan (2018).

Presently the site is designated as 'Countryside' and for 'Strategic Development' in the Local Plan and a small portion of the site lies within a Sharp Sand and Gravel Minerals Safeguarding Area in the West Sussex Joint Minerals Local Plan.

The Southbourne Neighbourhood Plan sets a vision for the area (para. 3.1) which we have had regard to when preparing our vision for the Church Commissioners land at Southbourne:

"The Southbourne Parish Neighbourhood Plan seeks to turn the wishes of the community into a clear vision which will be used to guide all future development in the Parish. The Plan seeks to protect and enhance those things that residents value in this parish, and seeks to use the new powers available to communities to ensure that all future development within the parish is appropriate and meets local need.

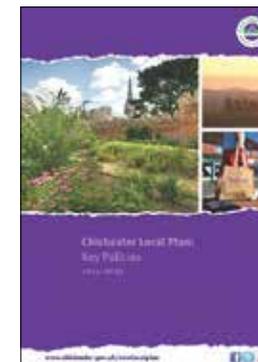
The Neighbourhood Plan aims to make development work for the parish; minimising the risk of flooding or worsening traffic congestion and – through Section 106 Agreement and the Community Infrastructure Levy – funding improvements to our social and physical infrastructure. The Neighbourhood Plan aims to tackle problems such as a shortage of youth services and facilities as well as the poor and unattractive state of certain parts of our natural environment. The Plan aims to avoid future problems arising from poorly thought out development and to help alleviate problems that exist today.

The Neighbourhood Plan safeguards the distinct identities of the villages that make up the parish (Lumley, Thornham, Hermitage, Southbourne, Prinsted and Nutbourne), whilst doing everything possible to meet the need for appropriate housing for those with local connections who are currently unable to stay in or return to where they grew up.

By 2029 the Neighbourhood Plan seeks to have protected and safeguarded the parish's natural environment, ensured that new housing integrates with and supports the character of the community, ensured that appropriate infrastructure is in place for all development, boosted the range and quality of social activities as well as supporting a range of popular projects, and to have set some long-term goals for the parish to aim for beyond this plan period."

EMERGING POLICY

Chichester District Council is currently consulting on its Local Plan Review Preferred Options (2015 – 2036) and as part of this it is proposing that Southbourne Parish plans for a minimum of 1,250 new homes over the plan period through a revised Neighbourhood Plan (Policy AL13 Southbourne Parish). The Southbourne Neighbourhood Plan is currently considering options for how this might be accommodated within a new Neighbourhood Plan and this vision document is prepared to inform that process.



SOUTHBOURNE NEIGHBOURHOOD PLAN (2015) POLICY EXTRACT

POLICY SA13: SOUTHBOURNE PARISH

Land will be allocated for development in the revised Southbourne Neighbourhood Plan for a mixed use form of development to include a minimum of 1,250 dwellings, along with land to be allocated for employment and community uses subject to further examination of potential sites and including any amendments to the settlement boundary. Development will be expected to address the following requirements:

- 1 Provision of a high quality form of development to be masterplanned as a sustainable extension(s) of Southbourne and be well integrated with the existing settlement providing good access to facilities and sustainable forms of transport
- 2 A range of types, sizes and tenures of residential accommodation to include specific provision to meet specialised housing needs including accommodation for older people
- 3 Provision of suitable means of access to the site(s) and securing necessary off-site improvements (including highways) to promote sustainable transport options
- 4 Opportunities as they arise to improve the situation relating to the various existing or planned railway crossings
- 5 Provision of an up to two form entry primary school
- 6 Potential expansion of secondary school subject to further consideration
- 7 Expansion and provision of community infrastructure potentially to include early years' childcare provision, community hall/centre and expansion of doctors' surgery plus flexible space for employment/small-scale leisure use
- 8 Provision of on-site public open space and play areas in accordance with Policy DM34
- 9 Detailed consideration of the impact of development on the surrounding landscape, including views towards the South Downs National Park and Chichester Harbour AONB and their settings, and any potential for coalescence between adjoining or nearby settlements along with a detailed landscape management plan
- 10 Opportunities for the expansion and provision of green infrastructure into the wider countryside including between settlements and facilities
- 11 Demonstration that development would not have an adverse impact on the nature conservation interest of identified sites and habitats
- 12 Provide mitigation to ensure the protection of the SPA, SAC and Ramsar site at Chichester Harbour including contributing to any strategic access management issues, loss of functionally linked supporting habitat and water quality issues relating to runoff into a European designated site
- 13 The protection of any other key views
- 14 Provision of infrastructure and community facilities in accordance with the most up to date Infrastructure Delivery Plan
- 15 Provisions of the West Sussex Minerals Plan, and associated guidance, in relation to the site being within a defined Minerals Safeguarding Area
- 16 Ensure sufficient capacity within the relevant Wastewater Treatment Works before the delivery of development as required.

4.0 UNDERSTANDING SOUTHBOURNE

TECHNICAL ANALYSIS

This section draws together our baseline technical analysis with respect to:

- Landscape and visual appraisal
- Air quality and noise
- Flood and drainage
- Utilities
- Transport
- Ecology
- Character.

This has helped to shape our understanding of the site and identify its constraints and opportunities to help ensure the proposed development is well informed and well considered.

LANDSCAPE & VISUAL APPRAISAL

LANDSCAPE DESIGNATIONS

The site lies beyond the existing settlement policy boundary, in the countryside. The site does not lie within any nationally or locally designated landscapes. The site lies to the north of the existing settlement and north of the Chichester Harbour Area of Outstanding Natural Beauty (AONB), the northern boundary of the AONB is formed by the A259; and to the south of the South Downs National Park. The site does not perform a significant role in the setting to the AONB or the South Downs National Park where the views from within these landscapes are already

informed by the combination of landscape and built form. A cluster of trees in the western site parcel are subject to a Tree Preservation Order (TPO) and form a feature in the currently arable landscape.

The Southbourne Parish Neighbourhood Plan, 2014-2029 was made in September 2015. Under Policy 3, the site lies within an area identified for a 'Green Ring' which seeks the provision of: "... a variety of green infrastructure assets, including informal open space, allotments, a playing field, a footpath / cycleway network, children's play areas, woodland and land of biodiversity value. 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, so that they contribute to its successful formation and maintenance. Proposals that will lead to the unnecessary loss of green ring land or features or that will prejudice the completion of the green ring will be resisted."

The Parish undertook an assessment of potential development sites. The site comprises two parcels either side of Stein Road, within the Church Commissioner's ownership. Land to the east is identified as SB08329. Land to the west is identified as site SB1201. At that stage, the assessment concluded that these sites were not suitable on highway and proximity to services grounds.

LANDSCAPE CHARACTER & SENSITIVITY

The Chichester District AONB Landscape Capacity Study, October 2009, by Hankinson Duckett Associates has assessed the landscape capacity for development within and adjacent to the areas of the South Downs National Park and the Chichester Harbour AONB.



- 1 CLUMP OF TREES SUBJECT TO A TPO
- 2 EASTERN PARCEL - VIEW FROM STEIN ROAD
- 3 WESTERN PARCEL - BOUNDARY WITH STEIN ROAD

In this study, the site lies within Zone 12, Coastal Plain. The 'landscape structural analysis' states that (para 4.2.35) this zone is: "... located to the west of Chichester, on the upper and lower coastal plain, to the south of the South Downs. A corridor of transport links, including the A259, railway, and the A29, runs broadly east-west through the zone, to the north of the Chichester Harbour peninsulas." And then goes on to state that: "A string of settlements, including Hermitage, Southbourne, Nutbourne West, Nutbourne East and Broadbridge are located in close proximity to each other on the coastal plain, along the A259." (para 4.2.36).

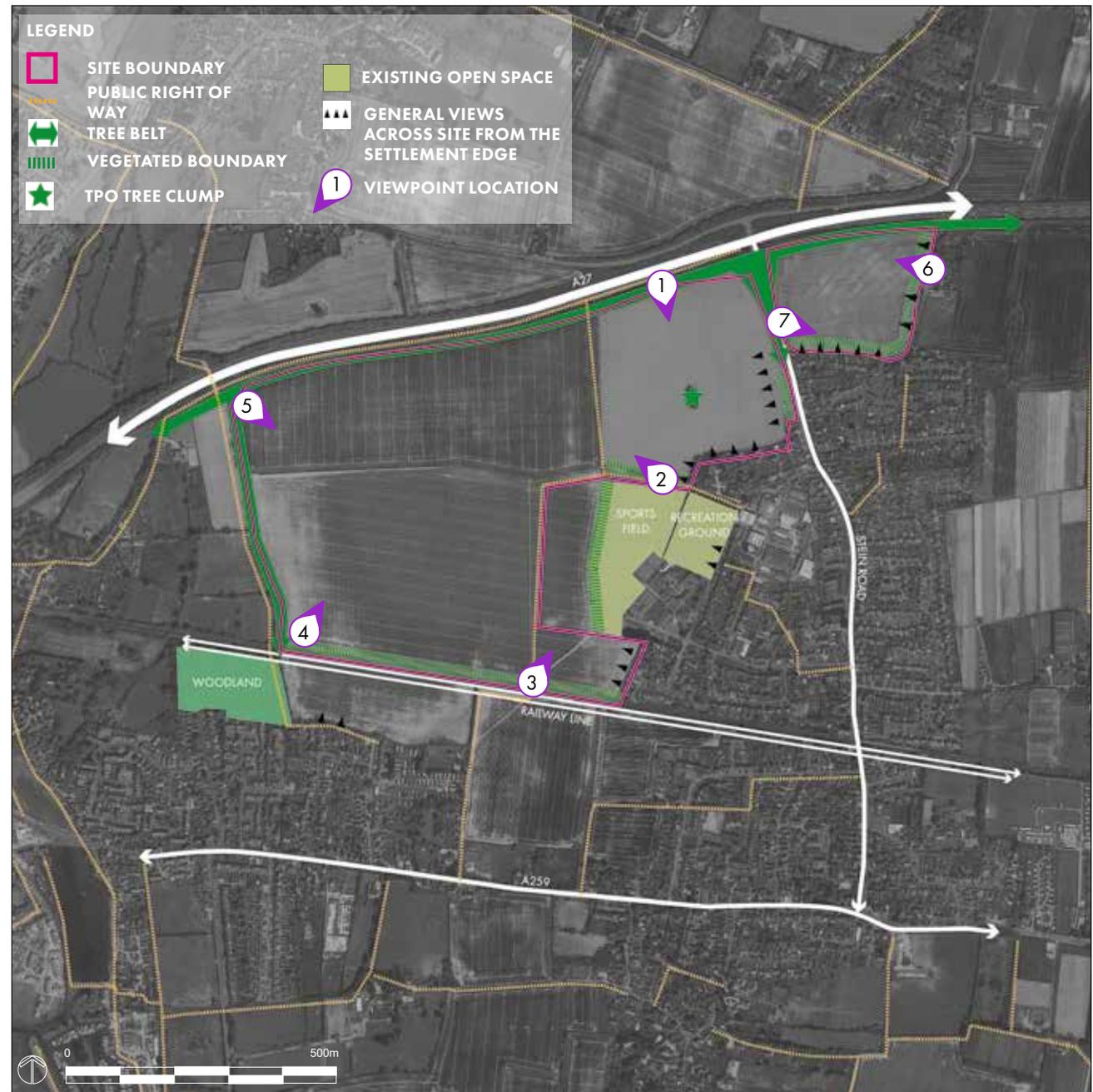
Paragraph 4.2.41 describes Southbourne as: "...a larger settlement and extends south of the A259 and north almost as far as the A27. Southbourne is located on similar topography to Hermitage, falling very gentle [sic] towards the coast. The land between Southbourne and Hermitage is predominantly arable fields which sweep around the northern and north eastern sides of the settlement..."

The site lies within Landscape Character Area 77, Hermitage – Southbourne Coastal Plain which the assessment concludes has a low / medium landscape capacity for development.

SITE DESCRIPTION

Overall, the site lies within a predominantly flat landscape associated with the Chichester Harbour peninsula. There is a minor change in level within the site, where the landform falls subtly and gently north to south towards the coast. The western land parcel is currently in arable use, as a single field unit and contains a cluster of trees in the eastern section. The eastern field parcel is currently fallow. The site boundary treatments comprise either dense hedgerows or treebelts, with the treebelts principally associated with the northern and western boundaries.

A number of Public Rights of Way (footpaths) cross the western land parcel, principally skirting the northern, western and eastern boundaries, providing a pedestrian link between Southbourne and Westbourne to the north west and Hermitage and Emsworth and the inlets to the south-west. There are no public rights of way in



LANDSCAPE ANALYSIS

WESTERN PARCEL VIEWS - NOTE THESE VIEWS ARE ALL INFLUENCED BY THE EXISTING DEVELOPED EDGES OF SETTLEMENT AND ARE THEREFORE NOT FREE FROM BUILT FORM



VIEWPOINT 1: VIEW LOOKING SOUTH ACROSS THE WESTERN LAND PARCEL TOWARDS THE NORTHERN EDGE OF SOUTHBOURNE, FROM THE FOOTPATH ALONG THE NORTHERN EDGE OF THE SITE



VIEWPOINT 2: VIEW LOOKING NORTH ACROSS THE WESTERN LAND PARCEL TOWARDS THE A27 FROM THE FOOTPATH ALONG THE SOUTH-EASTERN EDGE OF THE SITE. WESTBOURNE CHURCH SPIRE IS VISIBLE IN THE DISTANCE, FRAMED BY TREES



VIEWPOINT 3: VIEW LOOKING NORTH ACROSS THE WESTERN LAND PARCEL FROM THE FOOTPATH ALONG THE SOUTHERN EDGE OF THE SITE, NORTH OF THE RAILWAY LINE CROSSING



VIEWPOINT 4: VIEW LOOKING NORTH-EAST ACROSS THE WESTERN LAND PARCEL FROM THE FOOTPATH ALONG THE WESTERN EDGE OF THE SITE, NORTH OF THE RAILWAY LINE CROSSING



VIEWPOINT 5: LOOKING SOUTH-EAST ACROSS THE WESTERN LAND PARCEL FROM THE FOOTPATH IN THE NORTH-WESTERN CORNER OF THE SITE

the eastern land parcel. The northern and southern boundaries are formed by either the A27 road corridor or the railway line, which is at grade.

OPEN SPACE PROVISION

Southbourne has evolved gradually over time, which has resulted in a low density settlement pattern with a small amount of public open space. Apart from the recreation ground on Park Road, the only other open space is at Prinsted Beach.

The existing recreation ground is somewhat isolated and as the sole public open space in the village, is peripheral to the settlement pattern. Nor is it particularly well overlooked by housing areas, since Bourne Community College is on its southern side and much of its eastern boundary is flanked by the industrial estate.

The Council's Open Space Study from 2012 identified that Southbourne is lacking in accessible open space, including allotments, and a need for improved facilities for young people. There is an opportunity for development to provide open space and facilities, and improve Green Links as part of the Green Ring proposals at this site.

VISUAL APPRAISAL

Due to the combination of vegetation, inherent site levels and intervening built form, views across the eastern land parcel are limited to the local and immediate environs and are therefore experienced by those people using the local road network of Stein Road and South Lane; the residents on the settlement edges of South Lane; and the people using the Public Rights of Way to the east. There are no views of the site from the A27 due to the level of enclosure afforded by the boundary trees. Views across the western land parcel are similarly limited to the immediate and local environs.

There is a small landscape separation between Southbourne and Hermitage, which isn't readily apparent when travelling along the A259, but is apparent in views locally south within the western field parcel. There is intervisibility between the site and the western edge of Southbourne with the dwellings on the northern edge of Hermitage to the south / south-west.

EASTERN PARCEL VIEWS



VIEWPOINT 6: LOOKING WEST TOWARDS THE SITE FROM SOUTH LANE AND ADJACENT RESIDENTIAL PROPERTIES



VIEWPOINT 7: LOOKING SOUTH-EAST TOWARDS THE SITE FROM STEIN ROAD. THE DWELLINGS ON SOUTH LANE ARE VISIBLE BEYOND THE SITE, OVER THE SITE BOUNDARY VEGETATION AND WHERE THE VIEW IS THEREFORE NOT FREE FROM BUILT FORM

LANDSCAPE & VISUAL SUMMARY

The site is not covered by any landscape designation, either nationally or locally and is identified as an area for strategic development. With the exception of the group of TPO trees and the vegetated boundaries of the site, landscape features are limited. There is an opportunity to improve the existing vegetation structure within the site.

In visual terms, due to the combination of the predominantly flat topography and boundary vegetation, views of the site are limited to those:

- Transient receptors which cross the site on Public Rights of Way

- Transient receptors which pass the site on the local road and rail network and where views of the site are fleeting
- Receptors at home or at their place of work, on the western settlement edges of Southbourne and northern edges of Hermitage.

There are no views of the site from the A27 due to the level of enclosure afforded by the boundary trees.

A landscape buffer is required to maintain the physical separation between the new developed edge of Southbourne and Hermitage, which can be delivered and co-ordinated as part of the 'Green Ring' vision as set out in the Neighbourhood Plan.

AIR QUALITY & NOISE

The northern perimeter of the site is adjacent to the A27, a heavily trafficked road which carries in excess of 50,000 vehicles daily. Stein Road dissects the centre of the site, however this is a relatively minor road, principally providing access to the surrounding residential developments. The rear of the site is adjacent to the West Coast Way railway line, servicing the Brighton to Southampton route. This has not been identified by Defra as a railway line experiencing high volumes of diesel locomotives and is therefore unlikely to be a significant source of emissions to air. There are no nearby Air Quality Management Areas, and the Council does not carry out any air quality monitoring nearby.

Local background concentrations of all pollutants in Southbourne are low, and well below the relevant air quality objectives. Future residents at the site are therefore likely to experience acceptable air quality, however there may be a small area of the site immediately adjacent to the A27 in which residential development would be constrained due to traffic emissions.

The proposed development would likely increase traffic flows on the local road network, particularly on Stein Road and the A27. There do not appear to be any residential properties fronting onto the A27, and those adjacent to Stein Road are set well back from the road. It is therefore unlikely that the additional traffic on the local road network will lead to any significant air quality impacts at existing residential properties.

Overall, it is judged that the vast majority of the site is acceptable for residential development in terms of air quality. A future planning application would need to consider impacts of traffic generated by a residential development at the site, as well as the impact of the adjacent A27 on future residents.

FLOOD & DRAINAGE

The site is situated entirely within Flood Zone 1, and therefore residential development would be acceptable in principle.

The whole site shown to have a risk of less than 0.1% of fluvial or tidal flooding in any given year. The nearest Main River to the site is the River Ems, located to the west of the site, which flows through Westbourne. There are no ordinary watercourses indicated by Ordnance Survey data on the site, although one is present immediately to the south west of the site.

The topography of the site generally falls from north to south. Based upon LiDAR data the lowest elevation is shown in the south eastern corner of the site where the ground elevations are approximately 8.5 m AOD. There are a couple of subtle valley features shown within the larger southern parcel, with two higher ridges rising to approximately 13.3 m AOD.

British Geological Survey (BGS) 1:50,000 scale geology mapping shows the north eastern part of the site consists of bedrock of the Lambeth Group - clay, silt and sand. The rest of the site has bedrock consisting of the London Clay Formation. Superficial deposits on the site mainly consists of river terrace deposits - sand, silt and clay. The higher ridges which run through the site and localised areas show superficial head, clay and gravel deposits. The British Geological Survey (BGS) Infiltration Sustainable Urban Drainage System (SuDS) Map indicates that the site has high ground water levels, but the effect of this can be mitigated through design and surface water management.

The site as a whole generally has a very low flood risk from surface water, with the area at most risk from surface water flooding being along the railway embankment. Surface water management for the site will need to ensure the surface water runoff will not be increased as a result of the development. SuDS may need to be used to support a sustainable drainage system and to maintain greenfield runoff rates. The site is not shown to be at risk from artificial sources such as reservoirs, and there are no large bodies of open water near the site.

UTILITIES

A gas pipeline runs through the north of the site from east to west, to the south of the A27.

ECOLOGY

The site lies approximately 1.5 km north of Chichester Harbour, which holds the multiple designations of Special Protection Area (SPA), Special Area for Conservation (SAC) and Site of Special Scientific Interest (SSSI). The site is within the SSSI Impact Risk Zone for large non-residential developments outside existing settlements/urban areas where footprint exceeds 1 hectare, residential development of 500 units or more, or any residential development of 100 or more houses outside existing settlements/urban areas. The proposals will ensure that they consider potential impacts upon the SPA and SAC.

The larger, western field was under a crop of grain during the June 2018 survey, whilst eastern field had not been sown with a crop and had developed a pioneer community of very limited ecological value. Between the northern boundary of the site and the A27 is a liner belt of semi-mature woodland, typical of highways planting, and comprises a mixture of field maple, ash, sycamore and hawthorn. The planting also extends part way down either side of Stein Road which bisects the site. A small block of beech trees is located in the centre of the western field, with additional beech, poplar and willow present along the southern boundary. A hedgerow, containing standard trees, forms the western boundary.

No specially protected species, or species of a raised conservation status, were noted throughout the June 2018 field survey. The site may support some common, widespread bird species associated with the urban fringe. The site does have the potential to support badgers, either in the tree belt either side of Stein Road or along the A27 embankment. However, whilst badgers are afforded full protection under UK law, they are still one of Britain's commoner large mammal species and their presence within a site would not be a major constraint to development. Bats may forage across the site, with some of the trees along the western boundary offering potential roost sites. A suitable buffer zone along this boundary would avoid any significant impact upon bats.

Overall, the site has been assessed as having negligible ecological value.



PHASE 1 HABITAT

TRANSPORT

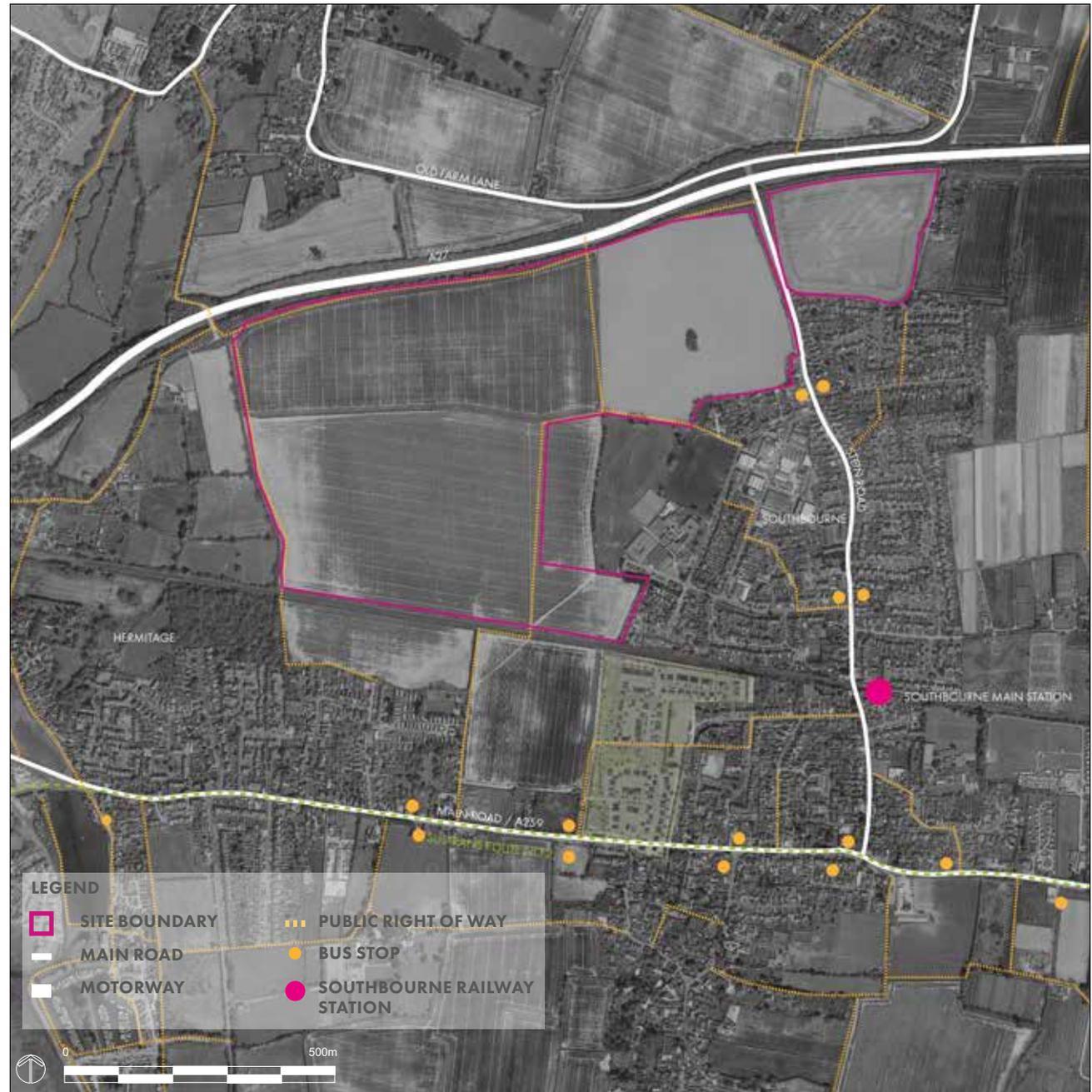
Stein Road is the historic vehicular spine of the village, and existed as a lane prior to the settlement at Southbourne. It originally ran from the north of Breach to Westbourne, and via South Lane north to Woodmancote, but this was significantly with the introduction of the A27. The A27, with its extensively planted embankments and flyover, forms an effective northern end-stop to the settlement. Stein Road is not only the vehicular spine, it is also the main foot and cycle spine in the absence of any direct alternatives. There are some capacity issues with Stein Road due to the presence of a level crossing which limits the flow of traffic.

The majority of the Church Commissioners' land under consideration is within a 12 minute walk of Southbourne Railway Station, making the site sustainable in transport terms, providing links along the main Brighton to Portsmouth railway line, running east-west. Trains stopping at Southbourne provide connections to Chichester, Littlehampton and Bognor to the east, and also run west to Portsmouth, Havant and Guildford. Additional connections can be made to London terminals at Victoria and Waterloo.

The majority of the bus routes run along the Roman Road (the A279), providing local connections as well as journeys further along the south coast. A bus route starts at the Tesco Metro store and continues up Stein Road to Westbourne and to Emsworth beyond. It is also possible to walk easily to a range of facilities, such as Tesco Express and the other amenities located adjacent to it; the village hall and the library, as well as Southbourne Infant and Junior School.

The western parcel has good frontage to Stein Road, and access to a network of footpaths linking it to the wider landscape. The eastern site is surrounded on all sides by roads, with a similarly good frontage to Stein Road. It does not have any footpaths, but does have a link to Breach Road in the south-east corner, so there is considerable potential to improve connectivity in this area.

The Southbourne Neighbourhood Plan notes an aspiration to link over the railway line and provide a new connection to the A259. It is noted that the site to the south has gained planning permission for 125 dwellings by virtue of applications 15/02120/FUL, 15/0205/OUT and 17/01599/REM.



TRANSPORT

CHARACTER

Understanding the character of the village as it has evolved over time (in terms of its street patterns, the built form and how it relates to the street network, density, building materials, garden form and enclosure, planting, materials and landscape patterns) is crucial to informing the development of a masterplan for land at Southbourne.

The medieval building patterns and urban forms of Prinsted, which lies to the south of the A259, are quite different from those of the Victorian development along the A259 Main Road, and different again from 20th century development north of the railway line. Across Southbourne, the houses are low rise (generally two storey), low density (generally between 7 and 25 dwellings per hectare) and traditional in form (brick, stone and tile built under slate or tile pitched roofs). Since this is a popular area for retirement there are also frequent bungalows, and several retirement homes.

Another distinctive feature of Southbourne's character is its impressive mature tree planting. This tends to be concentrated along Main Road, notably forming gateways to the village and reinforcing the heart of the village around St John's Church, but there are also mature trees to the north of the village. White poplars, Monterey cypresses and Monterey pines are located around the recreation ground and Bourne Community College, and a particularly fine clump of beech trees can be found north of Bourne View Close, which presumably forms the remains of a former estate planting.

Given the general shortage of public open space in the village, and the large area of land in the Church Commissioners' ownership, providing new open space as part of the Green Ring will be an important part of any future plans.

- 1 FLINT STONE WALLING
- 2 TPO TREE CLUMP NORTH OF BOURNE VIEW CLOSE
- 3 RED BRICK COTTAGES
- 4 BRICK DETAILING
- 5 HEDGED BOUNDARY DEFINITION
- 6 GATEWAY TREE PLANTING ALONG MAIN ROAD
- 7 THATCHED COTTAGE, STEIN ROAD
- 8 GARDEN SUBURB HOUSING



CHARACTER EXAMPLES

CONSTRAINTS & OPPORTUNITIES

Informed by the preceding analysis, this section draws upon the technical understanding and identifies site constraints and opportunities to help inform an emerging proposal.

CONSTRAINTS

The site constraints are:

- The south-western most part of the site forms a part of landscape gap between Southbourne and Hermitage
- The A27 runs along the northern boundary and mitigation will be required against noise and air pollution concerns
- A railway line runs along the southern boundary of the western parcel at grade with hedgerows either side
- There is a small group of TPO's trees to the west of Stein Road.
- A gas pipe runs through the north of the site from east to west to the south of the A27 and will require a 16m development buffer from the centre line of the pipe.

OPPORTUNITIES

The site presents a number of opportunities, namely:

- The existing topography within the parcels is relatively flat, rising gently towards the A27
- Access into the eastern parcel is possible via South Lane, which runs around the southern and eastern edges of the site. The western parcel can be accessed via Stein Road, however any development above 500 dwellings within Southbourne will require a new bridge over the railway line due to capacity constraints relating to the level crossing on Stein Road. The Church Commissioners land holdings can accommodate this, should it be required
- Pedestrian access to the western parcel is possible via Borne View Close/the recreation ground, as well as the two railway bridges to the south and the footpath which runs along the western boundary. The eastern parcel can be accessed via South Lane and Stein Road
- Proximity to existing bus services due to the location of the bus stop along the site's frontage
- The eastern parcel is surrounded by a mature hedgerow on its western, southern and eastern edges with buffer planting to the A27 along its northern edge, creating a mature, well-established green structure
- A well-established tree belt runs along the western boundary of the western parcel and a clump of mature trees sit within the centre of the site. The group of tree is subject to a Tree Preservation Order and present an opportunity to create a new central open space which celebrates their special character
- The potential to create additional green buffers, as part of the 'Green Ring', particularly in the western parcel, with the opportunity for additional tree planting around future development parcels to provide an improved green settlement edge to preserve and enhance the separation of settlements and visually enclose the development
- The potential to create a positive interface with the landscape where development parcels front green infrastructure
- The potential to create areas of public open space with pedestrian links within the development and wider landscape beyond and as part of the 'Green Ring'
- The potential to provide a new community facilities and amenities within the site, including a local centre and potential for a new primary school
- The ability to create a well-designed, discrete and accessible extension to Southbourne, rounding off the settlement, which is well contained and in close proximity to the heart of the settlement, and to deliver the requisite number of new homes.



CONSTRAINTS & OPPORTUNITIES

LEGEND

- | | | | |
|--|---|--|---------------------------------------|
| | SITE BOUNDARY | | EXISTING FEATURE TREES |
| | DEVELOPABLE AREA | | EXISTING HEDGEROW |
| | LANDSCAPE BUFFER/
GREEN RING | | EXISTING FOOTPATH |
| | RECREATION GROUND | | PROPOSED FOOTPATH |
| | BOURNE COMMUNITY COLLEGE | | SITE ACCESS |
| | INDUSTRIAL ESTATE | | CONTOUR |
| | LOCAL CENTRE | | BUS STOP |
| | NOISE/AIR POLLUTION SOURCE | | POTENTIAL LOCAL CENTRE |
| | VIEW TO CHURCH SPIRE AT WESTBOURNE | | POTENTIAL PRIMARY SCHOOL |
| | GREEN CORRIDORS (AS PART OF THE GREEN RING) | | POTENTIAL VILLAGE GREEN |
| | LANDSCAPE SEPARATION | | POTENTIAL VEHICLE LINK OVER RAILWAY |
| | SAFEGUARDED LAND FOR NEIGHBOURING DEVELOPMENT | | HIGH PRESSURE GAS MAIN (16M EASEMENT) |

5.0 VISION

VISION

The vision for the village extension to Southbourne is for a high quality sustainable place to live. Every part of the scheme will be of high quality. It will provide for a balanced community with a wide range of housing types for a range of tenures and will provide a comprehensive range of open space amenities. The scale and strategic location of the site means that it is suitably placed to benefit from sustainable development principles.

The character of the scheme will be determined by a range of variables unique to Southbourne, including the density of development, its architectural character, the treatment of its public realm, streets and squares, and the character of its open spaces. The development will combine urban and rural, giving clarity between built and soft landscape and provide clearly defined edges to Southbourne.

A concept plan has been prepared which provide a loose framework for discussion. It is not intended to be definitive, but merely shows examples of how the Church Commissioners' land might be developed to provide approximately 1,250 dwellings, set within an extensive network of attractive open space, helping to address the existing shortfall in green space within the village.

The following placemaking and mitigation principles will guide our approach to Southbourne and also reflecting best practice at a national level:

- **Placemaking** – all design should proactively plan to create a sense of place which builds on the character of Southbourne

- **Think local** – local building traditions, scale, urban form, density and materials should be respected unless there are good reasons for doing otherwise
- **Future proofing** - consideration for the future use of the site through integration of sustainable design from the outset
- **Respect the landscape** – all landscape features such as trees, woodland and hedgerows should be retained where possible to enhance a sense of place, and support wildlife as part of the Green Ring
- **Clear limits** – all new development should have clear and defensible landscape edges, and give strong perimeters to the settlement. These landscape edges can be supplemented with new planting to preserve and enhance the separation of settlements
- **Provide shelter** – in this relatively exposed flat landscape, planting design should plan for an enhanced microclimate
- **Enhance the village** – all proposals should enhance the needs of the wider community, including addressing the shortfall of open space in the existing urban areas
- **Enhance biodiversity** – design of open spaces should meet the needs of all, including setting aside specific areas for enhancing biodiversity
- **Sustainable movement** – movement to and from the site will be seemingly integrated with the existing settlement and its facilities
- **Streets for People** – design should prioritise streets and lanes rather than roads for cars, and the opportunity should be taken to rethink Stein Road as an avenue forming a gateway to the village



PLACE INSPIRATION

- **Healthy living** – design of all areas should encourage residents to lead healthy lifestyles as a matter of course, with all houses close to open space and public rights of way
- **Housing variety** – a full range of housing sizes, mix and tenures should be provided, with affordable housing seamlessly integrated into the plan
- **Growing food** – garden sizes should allow for the growing of food where possible, or allotment space or growing gardens should be provided
- **Promoting mixed uses** – although the masterplan is predominantly residential, it should allow for any future opportunities for local facilities, employment, education and health
- **Energy** – where practical, buildings should be orientated to allow for passive solar radiation, as well as the positioning of solar energy devices to meet renewable targets
- **Sustainable drainage** – all parts of the plan should allow space for the widest range of Sustainable Urban Drainage methods
- **Surveillance by design** – all buildings should be orientated to overlook streets, footpaths and open spaces to ensure passive surveillance.



PLACE INSPIRATION



DESIGN RATIONALE

The design rationale stems from a thorough analysis of the site and its constraints and opportunities. The rationale demonstrates how each element is delivered within the masterplan.

1. Movement & connectivity

As part of the proposals, a new junction is provided to improve highways capacity. It is connected to Stein Road through the site. The masterplan ensures that all development is located at least 50m from the A27 due to air and noise considerations.

Existing public rights of way are integrated throughout the development and a landscape gap is maintained to Hermitage. Permeability and connectivity to Southbourne for vehicles, cyclists and pedestrians have been

considered as key to ensuring the proposed development provides a natural addition to the existing village.

2. Green Infrastructure

The attractive landscape buffer along the northern edge is integrated with further open space provision around the site's edges, in order to create a 'Green Ring' around the new perimeter of Southbourne. This could come forward early in the process to establish this green network. The trees in the western parcel which are subject to a TPO are retained, along with existing hedgerows and tree belts.

A series of new village greens are interlinked with green streets, with the attractive TPO trees incorporated into the central green. Views towards the church spire at Westbourne are maintained through the creation of a green corridor. The primary school and its playing fields are located at the heart of the site, are linked to the green network.

3. Street network and development parcels

The western parcel is directly accessed from a new vehicular link over the railway line, which connects to the A259 Main Road to the south, as well as being connected to Stein Road to the east. A spine street loops through the site, providing access to the various development parcels. Access to the eastern parcel is provided via both Stein Road and South Lane. A network of pedestrian and cycle routes run across the site and connect with the existing network.

A series development parcels work with the site's features and provide key frontage onto Stein Road, the spine street and overlooking all areas of open space. The local centre is located on Stein Road so as to benefit both new and existing communities.



RATIONALE 1 - MOVEMENT & CONNECTIVITY



RATIONALE 2 - GREEN INFRASTRUCTURE



RATIONALE 3 - STREET NETWORK & DEVELOPMENT PARCELS

- SITE BOUNDARY
- LANDSCAPE BUFFER
- LANDSCAPE SEPARATION
- SITE ACCESS
- GREEN CORRIDORS (AS PART OF THE GREEN RING)
- HIGH PRESSURE GAS MAIN (16M EASEMENT)

- OPEN SPACE
- PRIMARY SCHOOL
- EXISTING FOOTPATH
- TPO TREES
- GREEN STREET

- DEVELOPMENT BLOCK
- LOCAL CENTRE
- SPINE STREET

DEVELOPMENT CONCEPT

A concept plan has been produced which demonstrate how the Church Commissioners' land might be developed to provide approximately 1,250 dwellings, set within an extensive network of attractive open space, helping to address the existing shortfall in green space within the village. The proposed scheme provides approximately 1,250 dwellings at an average density of 32 dwellings per hectare, alongside a local centre, primary school and extensive open space.

In order to facilitate development of this scale, a new vehicular bridge over the railway line is required. This links to the A259, Main Road to the south, and is connected to Stein Road via a new spine street that runs through the new community. A second access point into Stein Road is also provided.

The scheme benefit from a 50m landscape buffer to the A27, in which the existing footpath in the western parcel is accommodated and extended into the eastern parcel. The existing group of mature trees in the western parcel is also again accommodated into a new village green, and two other village greens are located at the centre of residential clusters and connected via new foot and cycle routes. A green corridor runs diagonally across the western parcel, maintaining framed views of the church at Westbourne. All existing public rights of way are accommodated within the masterplan's green network. A 'Green Ring' runs around the edge of the site and connects to the wider countryside.

The proposal is explored in more detail below.

HOUSING

The development of the site would make an important contribution to meeting local housing need, including for affordable housing. House building would also provide wider benefits such as employment through the associated construction jobs and indirect employment down the supply chain, fiscal benefits through council tax, the new homes bonus and stamp duty, and potential ongoing employment in businesses, should the wider area be developed.

The widest possible range of house types, sizes and tenures are proposed, from single bedroom flats over other land uses to large detached houses. 30% of all homes will be affordable, subject to viability testing, giving rise to between 150 and in excess of 400 affordable dwellings. High standards of sustainable construction will be employed and development would include a proportion of affordable housing to be discussed and agreed with the Parish Council and District Council in due course.

The masterplan will be developed in a way which relates to and respects the prevailing densities, and established character, within Southbourne. Traditional building forms and materials will prevail, with urban form fronting on to a network of interconnecting streets and open spaces. In prominent parts of the public realm particular care should be taken to ensure good enclosure by both buildings and landscape features, in line with established garden village design principles. The mix and type of housing, including affordable, will be informed having regard to local need.

LOCAL FACILITIES

The Church Commissioners' extensive landholdings enables space for community facilities to be provided, to support both the new and existing community. The concept plan notionally shows the provision of a new primary school, should it not be possible to extend Southbourne Infant and Junior School, along with a new local centre. The exact form of new local facilities to be provided as part of the development would be subject to discussion with both the Parish and District Councils. The site could potentially provide amenities such as meeting

DEVELOPMENT SCHEDULE

ELEMENT	AMOUNT
DEVELOPABLE AREA	69.63 HA
BUFFER TO A27	7.59 HA
WESTERN BUFFER	2.41 HA
RETAINED HEDGEROW	0.47 HA
SOUTHERN ACCESS LINK	0.42 HA
LOCAL CENTRE	0.75 HA
PRIMARY SCHOOL	1.60 HA
RESIDENTIAL AREA	39.76 HA
AVERAGE DENSITY	31 DPH
DWELLINGS	1,250 NO.
OPEN SPACE PROVISION	15.31 HA
DEVELOPMENT PERIOD	5-10 YEARS

space, health or sports facilities, retail space or a pub/restaurant. This will enable Southbourne's role as a settlement hub to be enhanced, alongside development that is appropriate to its size, character and environmental constraints.

The site is located adjacent to the Bourne Community College. Development of the site would enable further contributions to be made if expansion of local schools was necessary. There is limited recreation space within Southbourne and the adopted Southbourne Neighbourhood Plan notes the lack of play space and defined village centre. As shown in the concept masterplan, the development of the site can address this and is designed around village greens, which will provide a clearly defined focal point providing a recreation space with opportunities for play spaces.



CONCEPT PLAN

CONNECTIVITY

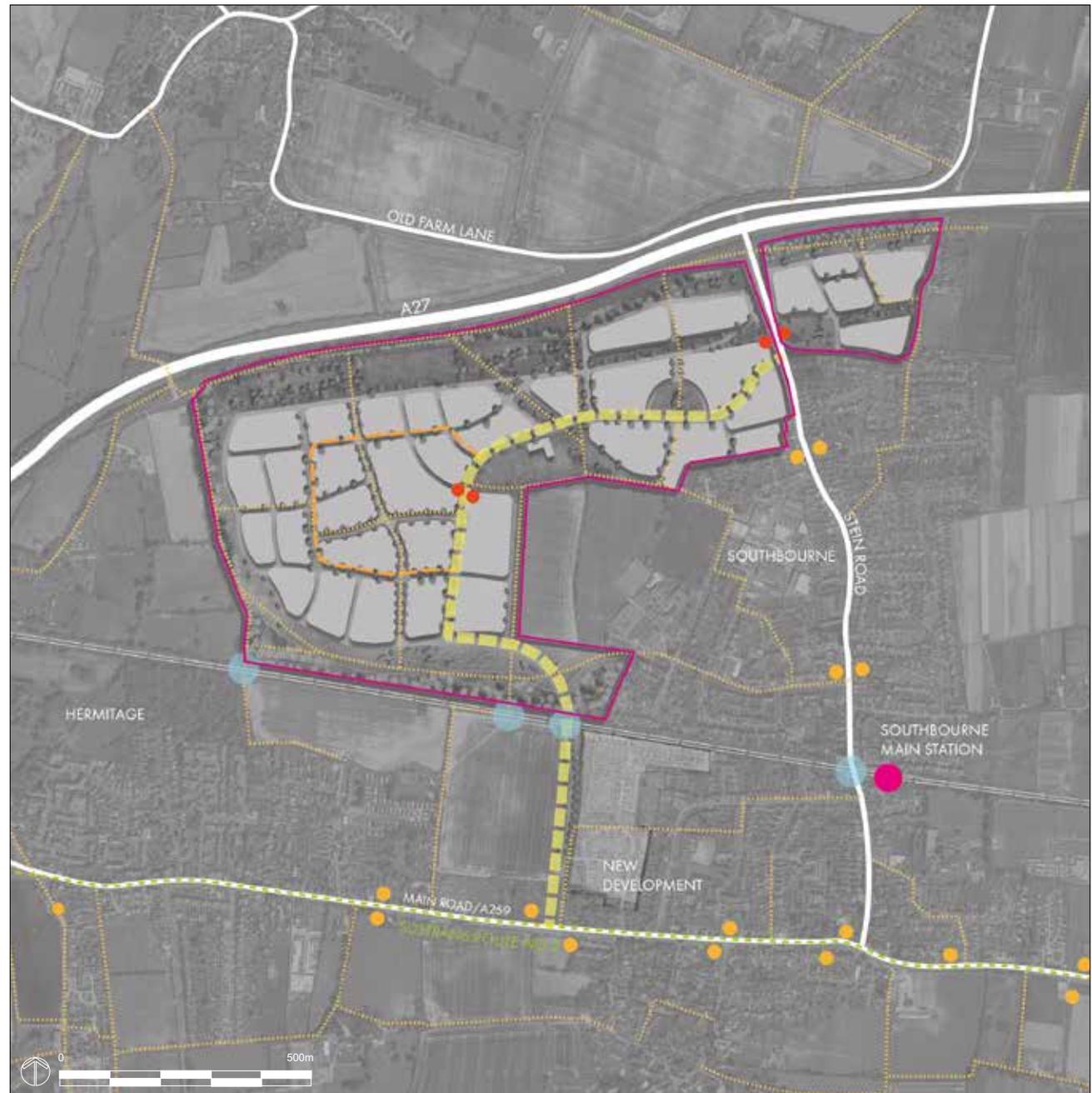
The Southbourne Neighbourhood Plan sets out an aspiration for a new vehicle route to the A259 Main Road. The masterplan has been prepared with consideration to the requirement to provide a vehicle connection to the A259 Main Road, to avoid development traffic from needing to use the existing Stein Road level crossing. It is estimated that up to 500 homes could be accommodated in this area without the new connection to the A259 Main Road, but there is potential to unlock a strategic scale of development if the new vehicle connection is provided.

The alignment of this connection to south of the railway line has been designed to recognise and integrate with the emerging developments in this area covered by planning applications 15/02120/FUL, 15/0205/OUT and 17/01599/REM. This utilises safeguarded land associated within these developments to accommodate the link. This new vehicular connection would improve access to the A259 Main Road and assist in relieving congestion at the level crossing. In addition, connectivity across the railway line would be enhanced further through the upgrade of the two existing pedestrian crossings - the locations of these are illustrated in the adjacent plan. This would connect the site with public transport services that operate along the A259 Main Road.

The proposed development would be within walking distance of bus stops located on Stein Road and A259 Main Road, and the railway station at Southbourne is within 12 minutes walk. The improvements to connectivity afforded by the development would improve accessibility to existing residents seeking to travel to these public transport services and local retail and commercial facilities. A strategic scale of development would

LEGEND

	SITE BOUNDARY		EXISTING BUS STOP
	EXISTING ROAD NETWORK		POTENTIAL BUS STOP
	NEW SPINE STREET		RAILWAY STATION
	SECONDARY STREET		RAILWAY CROSSING
	FOOTPATH		



MOVEMENT PLAN

also represent an opportunity to upgrade the existing bus service and potentially offer an enhanced service frequency which would benefit both existing and future residents of Southbourne.

The internal networks of the proposed development would be designed using the principles of Manual for Streets to ensure that the layout was attractive and convenient for those wishing to walk and cycle. The development would connect to the existing settlement through pedestrian, cycle and street networks. The masterplan shows enhanced public rights of way and pedestrian/cycle connections to the existing urban area at St Johns Road, Bourne View Road, and South Lane. These are in addition to the vehicle/pedestrian/cycle accesses to Stein Road and the A259 Main Road. The locations of these access points would provide direct connections to the existing facilities and services in Southbourne, including the school and community college. It is essential that consideration is given to how these routes could be designed to maximise safety for those travelling to and from school and this would be agreed in discussion with the Parish Council and Local Highway Authority.

Pedestrian and cycle access would also be provided to connect and enhance existing public rights of way south of the development parcels. This would provide an alternative, more direct, route for people travelling to the community college and employment area in Southbourne from the bus services operating along the A259. The potential to provide a pedestrian and cycle connection to St Johns Road to allow a connection through to Manor Road and Stein Road should also be explored, as this would provide a more direct connection to the railway station from the south-western corner of the site.

GREEN INFRASTRUCTURE

The Adopted Neighbourhood Plan proposes the inclusion of a 'green ring' as a strategic green infrastructure project around the proposed edges of the settlement. The provision of a continuous, linear, green ring has therefore been a key consideration in the evolution of the concept plan. As the internal field pattern within the site has been eroded to create a single large field, the green ring is positioned on the edges of the site, well related to the existing boundary vegetation and connecting with the existing landscape gap to the south of the railway line, consistent with the Neighbourhood Plan green ring diagram (opposite).

In line with the aspirations of the Adopted Neighbourhood Plan, the green ring varies in width and has the opportunity to comprise a variety of green infrastructure assets, including informal recreational space in the form of semi-natural green space, land for visual amenity (forming part of the visual and physical separation of settlements), the footpath/cycleway network and children's play spaces, alongside woodland copses (allowing interaction with nature and learning through landscapes) and native structure planting.

The green ring is complemented by a series of internal open spaces. These include:

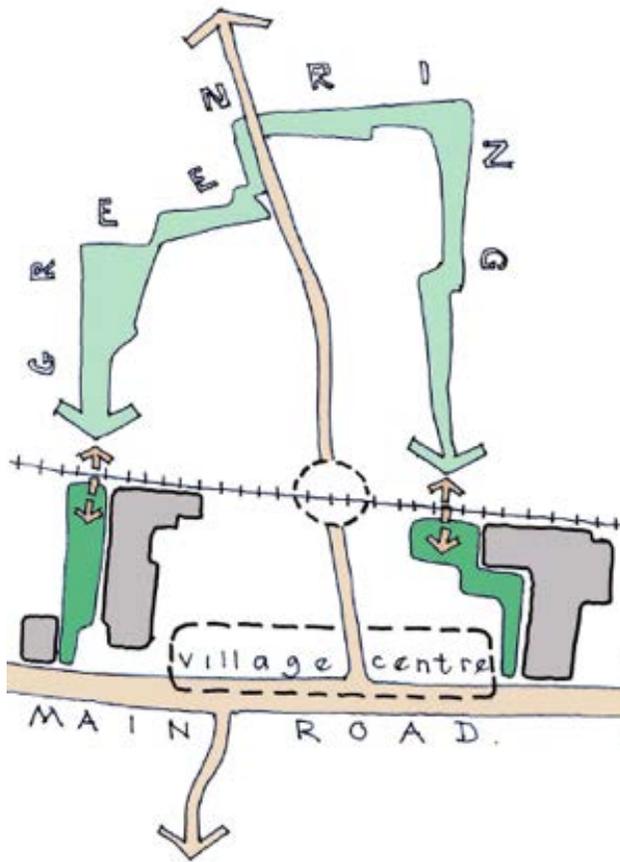
- Two new village greens, one to the east of Stein Road, the other to the west
- Green corridors that accommodate the existing public rights of way that pass through the site
- A green corridor providing views to St John the Baptist Church at Westbourne

LEGEND

	SITE BOUNDARY		VILLAGE GREEN
	GREEN RING		FOOTPATH
	GREEN CORRIDOR		STREET TREES
	SCHOOL		



GREEN INFRASTRUCTURE PLAN



SOUTHBOURNE NEIGHBOURHOOD PLAN 2014-2029 GREEN RING CONCEPT PLAN

- School playing fields, located at the heart of the site, adjacent to Bourne Community College
- Green streets, providing quiet, safe pedestrian and cycle links through the site.

BIODIVERSITY

The site is currently formed of worked arable land, with limited biodiversity value. Through the creation of a new network of open space, strategic planting and other landscape interventions, the biodiversity of the site will be greatly enhanced, in accordance with national guidelines, the Local Plan, the Sussex Biodiversity Action Plan and the Interim Policy Statement on Housing. Any existing natural features which contribute to the existing landscape character, such as the beech trees mentioned above, will be retained. Development of the site also offers the opportunity to provide a more substantial planted buffer between Southbourne and Hermitage.



PLACE INSPIRATION



CHARACTER & PLACE

Chichester District has a unique blend of city, coast and countryside and is an area of immense variety and beauty. It ranges from the wooded Low Weald in the north-east, to the north of the South Downs National Park, to the coastal plain and harbour areas with its variety of wetlands, in the south.

The local distinctiveness in the built environment of the District is largely derived from the historic use of locally sourced materials, reflecting the changing geology and landscape across the district and the vernacular craft traditions employed. This distinctiveness is further defined by the characteristic ways in which people have occupied the landscape over millennia. Understanding the influences of topography, historic movement routes, responses to natural resources, the characteristic qualities of historic streets and spaces, building types and materials and settlement growth patterns should inform the design of new development, so that it has a distinct local identity whilst supporting sustainable development.

In accordance with Chichester District Council's *Design Protocol* (December 2013), the following approach to character and placemaking will be undertaken when developing proposals for an urban extension to Southbourne, to ensure that its character is appropriate to the locality and that a strong sense of place is achieved:

- **Understanding the place:** To be based on an analysis to identify the qualities which contribute to Southbourne's local character, and how these can contribute to the quality and sustainability of the development. This may include development patterns, growth phases, history, geology, transportation links, natural landscape, views, edges, landmarks and street and space character types
- **Sensitive to existing landscape and topography:** The proposals will be responsive to topography and minimise environmental impacts. The grain of development will relate to the scale and morphology of the historic urban rhythm and grain including spaces between buildings, both public and private

- **Appropriate use and mix of uses:** The range of types of activities and accommodation will be maximised within a mixed-use environment
- **Enhance biodiversity:** Opportunities will be taken for habitat protection and enhancement. These will be maximised through integration of green infrastructure into the development and transportation network
- **Quality of architectural design:** Exemplary standards of design and architecture will be required, that respects Southbourne's unique characteristics, and respects and enhances the character of the site and its setting in terms of its proportion, form, massing, siting, layout, density, height, size, scale and detailed design features
- **Innovative use of materials and approach to design:** The appropriate use of local materials and building techniques will be undertaken in ways that enhance the longevity of the structure, as well as good innovative and imaginative design
- **Legible and inclusive public realm:** A legible, socially inclusive and accessible development will be created, which is easy for the community to find their way around and brings people together to provide opportunities for interaction, physical activity and recreation, through the variety and character of spaces and buildings
- **Clearly defined places and spaces:** There will be a clear distinction between urban and rural places and public and private spaces
- **Safe and accessible:** The development will be designed to be accessible to all, and designed to minimise crime and anti-social behaviour without diminishing the high quality of the overall appearance
- **Integrated and connected:** The new neighbourhood will be well integrated into Southbourne's existing settlement form, contributing to a permeable and interconnected street network, that enhances the quality of Southbourne, encourages use of alternatives to car travel, by providing well connected cycle and pedestrian routes. Parking will be located such that it does not detract from the pedestrian environment. Highways design will conserve and enhance the quality and character of the built and natural environment

CHARACTER INSPIRATION

- **Flexible and adaptable:** The neighbourhood will be designed so as to be adaptable to change, providing variety and choice, promoting a balanced and socially mixed community. Spaces and buildings will be flexible to adapt to evolving demands of its users, the economy and the environment maximising their value throughout their life
- **Provision of public art:** Where appropriate, public art will be incorporated, and artists will be involved in the in the design of development
- **Effective surface water management:** Opportunities for sustainable surface water management will be maximised, such as incorporation of sustainable drainage systems (SuDS), including permeable surfaces, green roofs, ponds, trees and wetland areas to minimise impact on water quality from severe weather events, and mitigate the impact of draught and water stress.
- **Efficient use of resources:** Building and site design will minimise energy consumption and material use, both in its construction and eventual use. This involves maximising opportunities for natural passive ventilation, orientating buildings to maximise passive solar gain and minimising waste. The focus will be on the whole life cost and energy usage of buildings including eventual demolition and disposal
- **Pioneering in terms of construction methods:** The efficient use of materials and components will be undertaken in an innovative way and waste will be minimised, including timber pre-fabrication/framing, innovative recycling of materials.



CHARACTER INSPIRATION

SUSTAINABILITY

Society, and technology, continues to change at an ever increasing rate, and the needs of any population are likely to evolve over time. Underpinning the approach to sustainability, therefore, is the need to anticipate, and then design for, this evolution, whilst minimising the environmental impact of the development. We would therefore seek to future-proof our proposals, using three guiding principles:

- **Longevity and Lifetime** – ensuring that the development can meet the needs of its population over time (and through different stages of life). For example, this includes the creation of flexible buildings that can be adapted to suit individual, family and elderly care needs
- **Multi-functionality** – ensuring that the design and construction solutions implemented demonstrate excellent design sense and value for money by performing a range of roles or services. The implementation of SuDS, for example, performs a function in terms of run-off, but also has aesthetic, ecological and amenity benefits
- **Technology and Innovation** – considering emerging technologies and anticipating occupants' needs now to ensure that the development is future-proofed for those changes. The need for more flexibility in the provision of utility services, and the rapidly emerging opportunities for building owners to play an active role in energy markets through sustainable energy generation and storage, are just two opportunities of many that will present themselves over time.

Energy

The basis of sustainable design in relation to energy is the elimination of as much energy demand as possible. This clearly resonates with a design philosophy predicated on quality and longevity, and one that minimises ongoing costs for residents and businesses.

The reduction of demand for energy through the development of well-insulated structures, potentially driven in part through the application of off-site manufacture, should form the basis of the proposed approach. In addition, individual buildings should adopt renewable energy generating technology, supplemented by the installation of energy storage and building and community level. The site also offers opportunities for solar provision, upon buildings and in ground mounted configurations. A co-ordinated, integrated approach to energy technology will be required.

Sustainable transport

The proposals will seek to ensure that the impact of existing transportation methods is minimised, whilst providing the necessary opportunities for new, cleaner technology to be supported. The impact on air quality should be minimised by enabling a more rapid shift to the use of zero emission vehicles.

The potential exists for dwellings to be provided with rapid charging points if requested by residents – a minimum of 7kW charging per unit. The electrical design layouts for all houses should ensure easy retrofit of charging points if the option is not taken up immediately. Flats should have communal provision, and visitor spaces within the development could also be fitted with charging points.

The masterplan should embrace new and emerging technologies in the transport field, partly underpinned by the highest quality communications and energy management infrastructure:

- Autonomous vehicles (for both public and private transport)
- Comprehensive, live travel and transport information
- The introduction of a community car club at multiple locations throughout the site
- Personal transportation drones, if widely adopted in the future.

Water efficiency

Water efficiency becomes increasingly important in a changing climate with diminishing water resources. We consume a vast amount of potable water in non-potable situations, including flushing the toilet, washing the car and irrigating our gardens. Only a small proportion of our potable mains water is used for drinking, cooking and personal washing.

The national average for water consumption is around 158 litres/person/day (l/p/d). In order to reduce this figure – to a target of 110l/p/d in line with the enhanced standards of Part G of the Building Regulations - the management of water in the proposed development should follow the principles of the water hierarchy. Driving down water use through reductions in demand through fixtures and fittings, and increasing efficiency of residual water use by specification of technology and appliances should underpin the approach.

The use of rainwater harvesting for irrigation purposes, also enabling the landscape design to thrive with only minimal recourse to the mains at times of drought, should also be an important part of the design and construction. Ensuring sufficient water for the landscape, and in particular street trees, should be a key aspect of detailed landscape and drainage design.

Climate adaptation

Changes to the climate are already being encountered, and the ongoing and worsening impacts need to be anticipated within new developments so that the design is fully climate adapted. This may include specific measures for buildings themselves at later stages of detailed design, but also in relation to the external environment and layout, which can begin to be addressed through a masterplan.

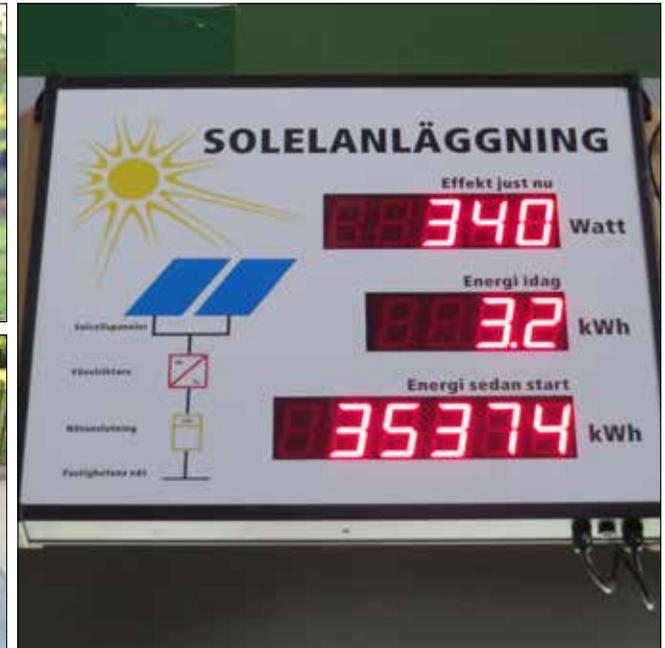
Buildings should be designed to address overheating risk through specification, layout and design, and also manage excess run-off. In the distant future, when cooling may be required, this development should be able to deliver it at low financial, and zero environmental, cost. Landscape and planting should play an important role in microclimate cooling, managing storm flows, enhancing ecological benefits as well as providing potential food sources. The implementation of sustainable drainage measures should also have a multi-functional impact and help manage the additional storm flows whilst enabling sustainable management of water for irrigation and the landscape.

Off-site construction

The opportunities presented by the off-site manufacture and construction industry, where factory built, quality-controlled assembly can lead to a development process which is far more efficient on site (reducing build times and preliminary costs), and can improve significantly the quality of the end product should be considered at Southbourne.

Off-site constructed buildings typically achieve far higher levels of guaranteed thermal performance and the quantity of construction waste can also be substantially reduced through off-site manufacture. The ability to provide flexible spaces, more easily replacing (or relocating) components, is also an attractive aspect: and in so doing the development can provide more flexible living spaces for residents as they move through their lives and designs which complement the surroundings.

Where possible, buildings should embrace alternative forms of construction to drive quality and sustainability of the built environment, and in order to ensure viability this will be implemented at a scale sufficient to warrant their use.



PHASING

A development of this scale could start to be delivered within 5 years, may reasonably take up to 10 years to complete, depending on market and macro-economic conditions. It is important to ensure that the community grows in a balanced and sustainable fashion, delivering the right mix of homes, jobs and social infrastructure to thrive. Whilst there is a strong desire to implement as much of the supporting physical and social infrastructure as early as possible, it is also necessary to consider the impact this will have on scheme viability, and the ability of the growing community to support the running of new facilities through appropriate levels of take-up and demand.

A further critical consideration in preparing a phasing plan is access arrangements, seeking to create a safe and pleasant living and working environment, wherever possible keeping construction traffic separate from other road users and allowing unsafe areas to be secured. Considering these factors, it is proposed that the delivery of the development broadly follows the phasing set out in the adjacent plan.

The masterplan assumes that an appropriate mix of tenures and sizes is distributed throughout each phase, to deliver a mixed and balanced community and to support higher delivery rates by building homes that cater for different parts of the market in parallel.



INDICATIVE PHASING PLAN

4.0 SUMMARY

The site provides an opportunity to deliver approximately 1,250 dwellings. This will enable the delivery of significant housing in the first five years of the Plan period from Stein Road. The development would deliver much needed new housing, and would help to support the sustainability of existing facilities, businesses and bus services. It would also provide new green space as part of the 'Green Ring' suitable for recreation and play, and facilitate the delivery of a new school if required and a local centre.

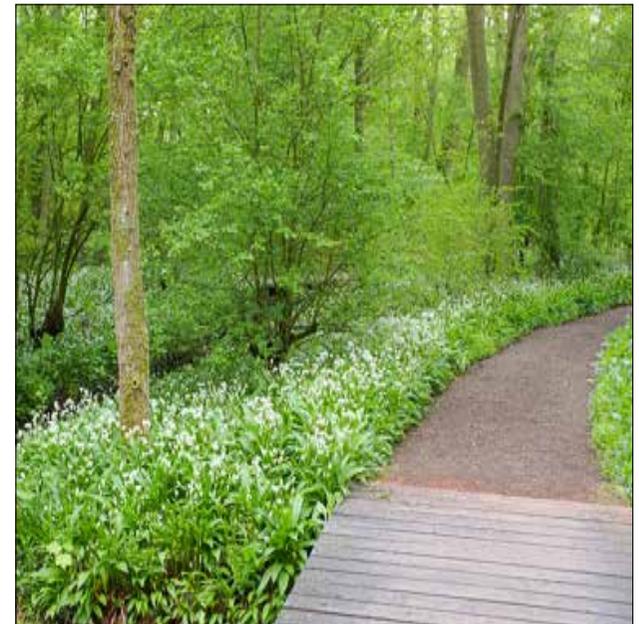
From the detailed technical review of the site and proposed development, no technical impediments have been identified.

The allocation of the Church Commissioners' land at Southbourne for a high quality sustainable extension of the village would provide the following key benefits for Southbourne, which align with Southbourne Neighbourhood Plan aspirations:

- **New housing** - delivery of much needed new market and affordable housing, including a range of house types and sizes
- **Open space** - Provision of extensive areas of new public open space, which could be developed as a landscaped park, as part of the 'Green Ring'. This would provide a beneficial new asset for the village, offer an alternative to Chichester Harbour for dog walking, and incorporate sustainable urban drainage systems and tree planting
- **Local centre** - creation of a definable local centre on Stein Road providing much needed local amenities
- **Visual impact** - by taking this approach to development, the separation of settlements can be maintained. These settlements to the north / north-west

are physically and visually separated from Southbourne by the A27 and associated vegetation. The A27 would then form a new defensible boundary to the village. The proposals will also allow the landscape gap between Southbourne and Hermitage to be maintained

- **Access** - both sites can be served from Stein Road which has capacity to accommodate additional traffic associated with the development. Should a larger development be required, the site can also accommodate a vehicular crossing over the railway line, helping to address traffic management issues in the area
- **Sustainable Development** - the development would have good access to existing village facilities such as Tesco Metro, the railway station, schools, leisure facilities, library, village hall and bus services, as well as being able to provide a range of new amenities on the site itself, such as a new primary school, doctors surgery or retail provision
- **Chichester Harbour** - the location of the site on the northern edge of Southbourne is sufficiently far from Chichester Harbour so as to have a minimal impact
- **Delivery** - the site can be brought forward early in the plan period, without the need for costly infrastructure and utilising the existing road network
- **Integration** - the proposed development would have a well-considered relationship with Southbourne, creating a well-planned link between the new and old communities. The applicant is strongly committed to ensuring a well-considered development is delivered at Southbourne.



PLACE INSPIRATION

SUITABILITY, AVAILABILITY & DELIVERABILITY

Sustainable development is at the heart of the NPPF. Paragraph 8 of the NPPF sets out the three dimensions to sustainable development: economic, social and environmental. Development of the site would ensure that these three strands of sustainability were achieved. The concept masterplan includes generous landscape and the retention of mature trees to the west of Stein Road. These areas not only acting as buffers / separation of settlements, but also delivering open space as part of the 'Green Ring'. It would meet the economic objectives of the NPPF by facilitating the development of new housing and fostering growth as well as improving the viability of existing businesses in Southbourne. Finally, the social dimension would be met by providing affordable housing, recreation space and making contributions to social infrastructure.

For the reasons outlined above, the site provides a suitable location for development, is available for development now and some development is achievable within the first five years of the plan period. It does not require substantial new infrastructure and is in a sole ownership of the Church Commissioners for England and there are no technical impediments to development.

The first 500 dwellings could be delivered from Stein Road early in the plan period from two outlets delivering in the region of 100 – 150 dwellings per annum, including affordable housing.

The Church Commissioners and their consultants would be delighted to work with Chichester District Council, Southbourne Parish Council and the local community in drawing up the principles of development which could be incorporated into the Neighbourhood Plan. We strongly believe that the Church Commissioners' land could be developed into an attractive new part of the village which meets the Parish and District Council's aspirations, brings real community benefits and could be delivered in phases throughout the Plan period.



CONCEPT PLAN

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