

## **Appendix 13a**

### **Display Board Fete 2015**



**Housing and Sites.** The next stage is a detailed assessment of the sites. The Steering Group are:-

- working on the community's expressed preference:- Concept 1 Option b
- currently doing a Sustainability and Environmental Assessment of each site
- taking into account the village's other aspirations and needs
- in discussion with the landowners
- in discussion with South Downs National Park Authority (SDNPA)
- organising opportunities for Lavant residents to see plans which shown the number, type of housing and landscaping for each possible site



**Traffic and Parking.** The Neighbourhood Plan will be able to include some policies which could help to alleviate the problems and have hired traffic consultants Hamilton Bailey to help. They will take a small invited group on a fact finding walk around the village. This will be followed by an evening presentation to which all residents are welcome. Keep a look out for the leaflet and posters advertising the date.

**Business and Community Facilities and Opportunities.** ..... Please fill in the questionnaire .....

**Environmental and Landscape** Policies will cover issues such as Green Spaces and Gaps between the different parts of the village, Important Views, Historical Features and Biodiversity to name just a few .....

Please comment on the views displayed

**All the policies** will be made available via the website as they are written. Please let us have some feedback.

***Please keep coming to the Meetings.....*** a huge 'Thank You' to all who have responded so far .

**The Referendum is getting closer.**

## **Appendix 13b**

### **Community Facilities and Opportunities Questionnaire**







## Community Facilities and Opportunities Questionnaire

The NP provides the opportunity for Lavant to identify aspirations about Community Facilities and Opportunities. Lavant could have improved leisure environment for all villagers of whatever age.

What 5 things from the list below would you aspire to for Lavant? (There is ***no need*** to make a decision about location / practicality etc.)

PLEASE ADD to the list if you have any other ideas.

✓ Please circle up to 5 from each list

For Teenagers	For children aged 1-11	For all ages
Basketball Court	Playground. Swings etc.	Community Garden
Skateboard area	Nature trail.	Nature trail
		Additional Allotments sites
Cycle routes Marked and enhanced links to other routes.		Connected cycle routes
Outdoor Table Tennis Table 	'Adventure' playground 	Bowling Green
Tennis court	Skateboard area	Tennis court
Football Pitch	Marked out 5 a side Football area	Football Pitch
		Outdoor Fitness circuit
Cricket Pitch		Sports Pavilion
Outdoor Fitness circuit		Doctor's Surgery
Quiet garden 		Picnic area/tables 

Netball Pitch		Netball Pitch
		Cricket Pitch
'Teenage Shelter' 	Outdoor Table tennis 	Shop
Practice Cycle Trail	Age appropriate History Trail	Community 'Hub'. with meeting room / Café etc.
Ball Wall 	 Floor Markings	History Trail
	Age appropriate History Boards ( e .g highlighting Devil's Ditch ) 	History Boards ( e .g highlighting Devil's Ditch

**NOW for the difficult bit...**

**Please rank order the five which you would most like to use as a Community Facility in Lavant. 1= most desirable**

1	2	3	4	5

## **Appendix 13c**

### **Image Faciliites**



# Teenage Shelter



# Quiet Garden



# Ball Wall



# Floor markings



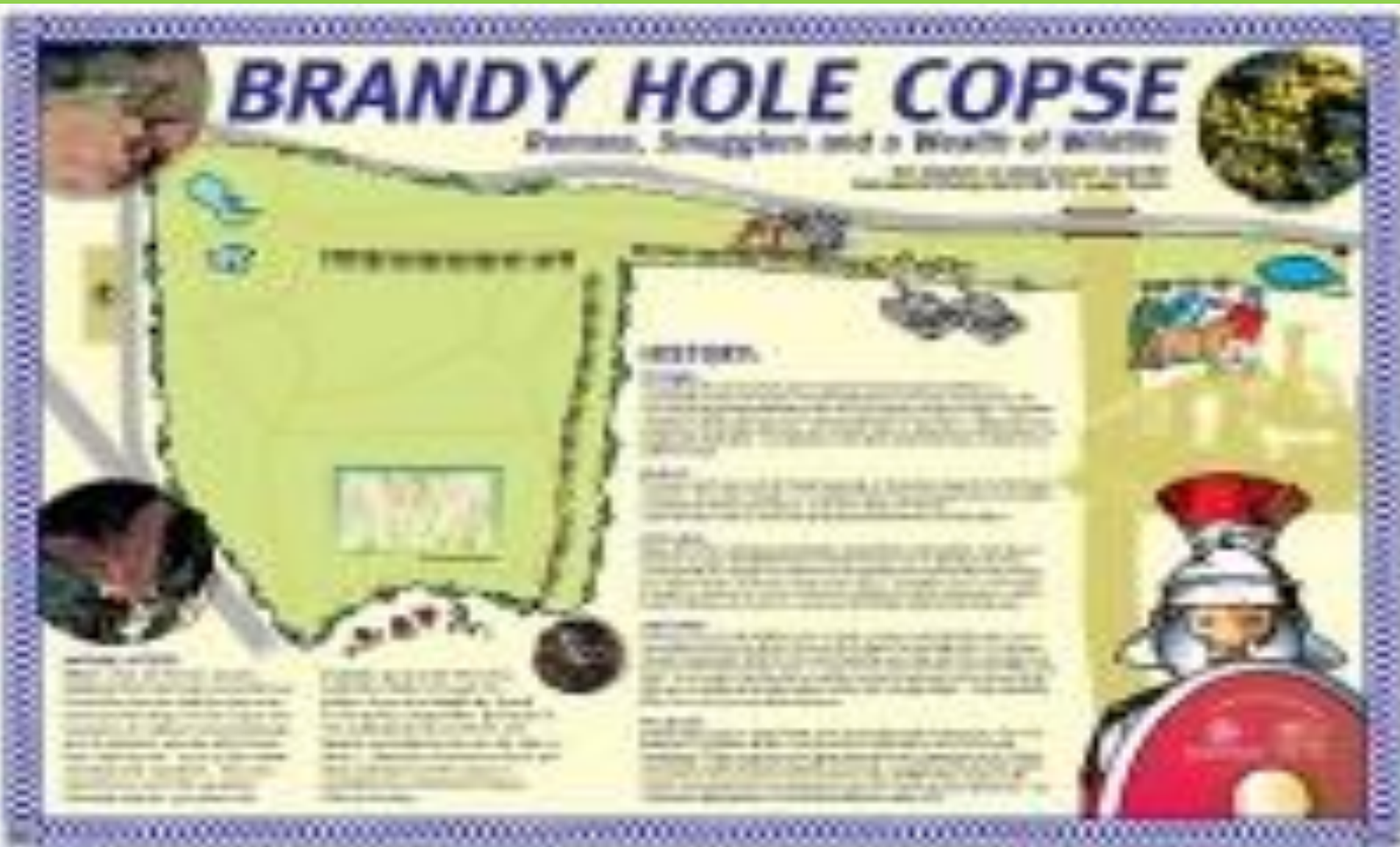
# Outdoor Table Tennis



# ‘Adventure’ Playground



# Age appropriate History Boards (e.g highlighting Devil's Ditch)



# Picnic Tables



# Outdoor Fitness Stations



# Marked Cycle Routes



## **Appendix 13d**

### **Responses to Community Facilities and Opportunities Questionnaire**



## RESPONSES to Community Facilities and Opportunities Questionnaire

NOW for the difficult bit...

Please rank order the five which you would most like to use as a Community Facility in Lavant. 1= most desirable

	1 most desirable	2	3	4	5
1.	Connected cycle routes	Cycle routes marked and improved	Football pitch...	Doctor's surgery	History boards for
2.	Picnic tables	Doctors surgery	Adventure playgrounds		
3.	Sports pavilion and pitches	Bowling Green	Adventure playground	Doctor's Surgery	Playground
4.	Doc surgery	Skateboard park	shop	hub	Teenage shelter
5.	Community hub/café etc.	Picnic area /tables Added comment... and footbaths!	shop	Ball wall	Outdoor table tennis
6.	shop	Doctors	Sports pavilion	Quiet garden	Playground swings ( already have this )
7.	Doctor's surgery	shop	Nature trail	Community hub	Teenage shelter
8.	Teenagers shelter	Outdoor tennis area	shop	Ball wall	Cricket pitch
9.	shop	Doctor's surgery	Linked cycle paths	Picnic area	History board
10.	shop	Comm hub	Cycle routes	Teenage shelter	History boards
11.	Shop/ post office	Play area on Village green	Doc surgery	Cycle route	Tennis court
12.	Shop	hub	Cycle routes	None indicated	
13.	Quiet garden	Nature trail	Cycle routes	Cricket/ football pitch	Skateboard park
14.	Shop in a central area	Meeting room /café	None indicated		
15.	Cycle routes	Outdoor fitness	playground	hub	Shop
16.	Community hub	shop	Cycle route	History trail	Nature trail
17.	Cricket pitch	Football pitch	playground	Cycle route	Fitness circuit
18.	Football (Respondent age 10)	Cricket	netball	Basketball	History trail
19.	Table tennis (Respondent age	shop	cricket	Fitness circuit	Floor markings

	13)				
20.	Ball Wall	football	Bowling	sport	Outdoor
21.	Community hub	Connected cycle routes	Playground etc.	Bowling green	5 a side football
22.	Comm hub	Swings etc.	shop	Connected cycle routes	Not indicated
23.	Nursery school	shop	Doctors surgery	Not indicated	
24.	Cycle route	History trails	Outdoor fitness	Connected cycle routes	Play adventure
25.	Cycle routes	Not indicated			
26.	Cycle routes	Not indicated			
27.	shop	Community hub	Teenage shelter	Adventure playground	History boards
28.	Community hub	shop	Teenage shelter	Cricket pitch	Outdoor table tennis
29.	Football pitch	Cycle routes	Doctors surgery	Not indicated	
30.	Community hub	shop	Picnic areas	History boards	Teenage shelter
31.	shop	Doctors surgery	Quiet garden	Picnic tables	Community hub
32.	shop	Tennis court	Adventure playground	Picnic area	Outdoor fitness area
33.	Cycle routes	Community hub	Tennis court	Teenage shelter	Playground/ swings
34.	shop	Tennis court	History trail	Outdoor table tennis	History boards
35.	Shop	Youth club	Teenage shelter		
36.	Shop	Adventure playground	surgery	Teenage shelter	
37.	No rank order but community/ quiet garden/picnic area cricket pitch/ history boards / doctors surgery ticked				
38.	Adventure playground ( Teenager )	Tennis court	Ball wall	Outdoor fitness circuit	Shop
39.	shop	Hub/cafe	Ball wall	Netball pitch	Quiet garden
40.	Outdoor fitness circuit	Tennis courts	Outdoor table tennis	Ball wall	Allotments
41.	shop	Ball wall	hub	Table tennis	Cycle trail
42.	Doctors	Cycle route	History trail	Not indicated but traffic calming / flooding added	
43.	Village hall	Village shop	Allotments	Not indicated	
44.	Doctor's	Cycle route	Nature trail	History trail	History boards
45.	Shop	Picnic area	Cycle route	Football	
46.	Shop	Adventure playground	Tennis court	Not indicated	
47.	Doctors	Shop	Community hub	Not indicated	
48.	Outdoor table tennis	netball	History trail	Skateboard park	Nature trail
49.	Ball wall	Cycle links	Netball court	History boards	Shop
50.	Shop	Connected cycle routes	Nature trail	Community hub	Doctors surgery

51.	Community garden	Picnic area	Cricket pitch	Tennis court	Teenage shelter
52.	Doctors surgery	Shop	Community hub	Picnic tables	Quiet garden Also nursery / pre-school in Lavant
53.	Community hub	Youth centre	Cycle trails	Docs surgery	Nature trail
Colour coding					
		Cycle trail and/ or connected routes			
		Nature trail			
		Shop			
		Doctor's surgery			
		Community /Hub			
		History Trail /boards			
		Teenage shelter			
	Various Sports	Football / cricket / netball /basketball /table tennis / tennis / bowling			
	Quiet activities	Quiet garden / community garden / picnic area			
	Other leisure activities	Skateboard park/ adventure playground /ball wall / Outdoor fitness circuit			
	Other	Nursery /allotments /youth club			

## General Preference Grid

The NP provides the opportunity for Lavant to identify aspirations about Community Facilities and Opportunities. Lavant could have improved leisure environment for all villagers of whatever age. What 5 things from the list below would you aspire to for Lavant? (There is ***no need*** to make a decision about location / practicality etc.) PLEASE ADD to the list if you have any other ideas. **Please circle up to 5 from each list**

For Teenagers	For children aged 1-11	For all ages
Basketball Court <b>7</b>	Playground. Swings etc. <b>28</b>	Community Garden <b>8</b>
Skateboard area <b>13</b>	Nature trail. <b>16</b>	Nature trail <b>7</b>
		Additional Allotments sites <b>3</b>
Cycle routes Marked and enhanced links to other routes. <b>19</b>		Connected cycle routes <b>24</b>
Outdoor Table Tennis Table <b>10</b>	'Adventure' playground <b>28</b>	Bowling Green <b>4</b>
Tennis court <b>10</b>	Skateboard area <b>6</b>	Tennis court <b>11</b>
Football Pitch <b>16</b>	Marked out 5 a side Football area <b>9</b>	Football Pitch <b>4</b>
	Outdoor Table tennis <b>9</b>	Outdoor Fitness circuit <b>7</b>
Cricket Pitch <b>4</b>		Sports Pavilion <b>7</b>
Outdoor Fitness circuit <b>19</b>		Doctor's Surgery <b>26</b>
Quiet garden <b>3</b>		Picnic area/tables <b>12</b>
Netball Pitch <b>2</b>		Netball Pitch <b>2</b>
		Cricket Pitch <b>3</b>
'Teenage Shelter' <b>13</b>		Shop <b>23</b>
Practice Cycle Trail <b>7</b>	Age appropriate History Trail <b>2</b>	Community 'Hub'. with meeting room / Café etc. <b>19</b>
Ball Wall <b>6</b>	Floor Markings <b>6</b>	History Trail <b>3</b>
	Age appropriate History Boards ( e .g highlighting Devil's Ditch ) <b>9</b>	History Boards ( e .g highlighting Devil's Ditch <b>5</b>

## **Appendix 13e**

### **Views Feed Back**



**VIEWS      Feedback from fete 21/06/2015**

<b><u>Views out of the village. Seen as important</u></b>	<b>Votes 1</b>	<b>2</b>	<b>3</b>
1. The view from the Earl of March down towards and across the Village Green towards East Lavant and up towards the Trundle. There is evidence that Blake was inspired by this view when writing 'Jerusalem'.	14	6	5
2. Lavant Down Road .The significance and value of views along this road to the north towards the Downs also strongly conveyed during the B of B community event	7	4	5
3. View across to the Trundle from Churchmead	11	10	7
4. View towards Kingley Vale from the field between West Lavant and the Primary school	4	7	7
5. Across Football field towards Trundle	3	2	3
6. Across Village Green towards Trundle	6	4	5
<b><u>Views into the village seen as important</u></b>			
7. View into field behind Primary School from West Lavant	18	3	6
8. View up towards St Mary's Church East Lavant from Pook Lane	1	2	3
9. View towards East Lavant from Trundle	8	5	4
10. View towards Mid Lavant from Trundle	5	2	3
11. The Village Green from War Memorial	2	7	1

## **Appendix 14a**

### **An Opportunity Missed – Lavant Neighbourhood Plan 28.04.15**



## **Lavant Neighbourhood Plan (LNP) - An Opportunity Missed - A Personal Perspective**

The LNP Steering Group (SG) recently completed presentation to Lavant residents of various alternative development proposals which, to varying degrees, were designed to meet the aspirations of residents recorded in an earlier survey.

The most significant community aspirations trawled in the earlier survey were:

- Meeting the local need for affordable housing
- Resolving traffic problems
- Providing for community facilities
- Contributing to a sense of community

The 3 exhibitions held to publicise the alternative proposals and the associated poll of public preferences represented the culmination of a great deal of hard work on the part of the Steering Group members.

Two distinctly different alternative approaches to meeting the community's aspirations were identified, referred to as - Concepts 1 and 2.

**Concept 1** proposed dispersed smaller scale infill housing developments over the 10 years to 2025.

Three alternative options A,B & C allowed for incremental increases in the amount of development adding up to a maximum provision of 45 affordable and 30 leasehold dwellings i.e. a total of 75 dwellings. Options B & C included limited scope for community facilities.

**Concept 2** relied upon provision of a relief road to the west of the village enclosing sufficient land to provide for 40 affordable and 60 private dwellings i.e. a total of 100 dwellings. It also allowed for a wide range of community facilities integrating closely with the centre of the village.

Preliminary estimates of costs and development land values suggested that a mixed tenure housing development of 100 dwellings could generate sufficient land value to pay for the new road and provide land for the identified community uses whilst also providing sufficient financial return to the landowners should they be prepared to sell.

### **The Poll Results**

The 212 valid votes received revealed an approximately 2/3rds majority preference for Concept 1 - combining Options A and B to provide 75 dwellings and limited associated community facilities. The Steering group have decided to promote a Neighbourhood Plan for Lavant reflecting the majority views received. The viability of the relief road, Concept 2, will not be pursued further.

Having set the scene above, it is time I put my own point of view forward, which reflects the experience gained in my professional career as a town planner (now retired).

Plans proposing change are almost always opposed by the public. We are all to some degree NIMBY's and would generally prefer to see development take place somewhere else. The Neighbourhood Plan process, only recently introduced, has not only empowered local people to determine plans for the future of their own 'patch' BUT also delivers responsibilities and opportunities to secure changes that will both meet needs and deliver improvements.

It is with the above in mind that I am deeply disappointed at the prospect of the Lavant Neighbourhood Plan achieving very little for the village beyond securing a number of affordable dwellings, something of merit in its self, but falling far short of what could be achieved.

The Neighbourhood Planning process presents a fantastic opportunity to plan positively. Lavant village sits astride a sub standard A road carrying significant volumes of through traffic, a good proportion of which comprises Heavy Goods Vehicles frequently forced to stop when negotiating the poor alignment on bends. It is busy, and is getting busier year on year. The traffic generates dirt and noise, is a

danger to residents and is intrusive. The litter thrown out by motorists festoons the pavements, grass verges and hedges.

The relief road was until recently a West Sussex CC Highways proposal. It was only abandoned on the basis that it could not be funded. It would transform what is presently a heavily trafficked village to hurry through, into an attractive feature of the South Downs National Park (SDNP). The proposed alignment of the relief road would provide space for health, education, leisure, local retail and community facilities central to the village and foster the growth of a vibrant, attractive community contributing positively to the National Park.

The visual impact of a suitably screened, unlit, 2 lane rural relief road on the landscape of the SDNP needs to be assessed and weighed against the positive benefits it might deliver for Lavant residents. Any adverse impact should be considered in the wider context of the 1600 square kilometres National Park which comprises an extremely wide variety of landscapes. A relatively low key, well landscaped proposal on open farmland at its extreme southern edge may have limited impact on the National Park. The quality of life of people living in the National Park should not be secondary to landscape concerns. In the absence of significant damage to the landscape, worthwhile development proposals should not be rejected merely 'in principle' as contrary to an all encompassing, 'one size fits all' National Park policy.

The Relief Road would enable Lavant's immediate and future social housing needs to be met, with ongoing priority for 2nd generation Lavant residents, and a relatively small number of associated additional private homes.

If in the process the additional private homes contribute in a small way to meeting the national shortage of housing then surely that is to the good. The mismatch between demand and supply will continue to fuel price increases, which preclude first time buyers from gaining a foothold on the housing ladder. The deliberate under provision has been inherent in the all too often politically expedient short term approach to planning.

So where do we go from here? Is the form and content of the Lavant NP now a 'fait accompli'?  
Well not quite yet!

The draft Lavant NP will in the first instance be considered by the Parish Council, then Chichester DC and the SDNP as the responsible authorities.

In due course a referendum of Lavant residents must be held, seeking approval of the submitted plan. The referendum will by its very nature present no alternatives but merely seek a YES/NO response to one plan. A majority NO response would mean back to the drawing board!

Relative to the total population of the village, I am not convinced that the small difference in the number of votes cast, as between Concept 1 and Concept 2, is sufficient reason to immediately abandon Concept 2. The relief road would have the merit of meeting all of the identified community aspirations and for that reason alone deserves to be further explored.

The public are to be further consulted before the referendum and it would be quite possible to present the Steering Group's preferred, refined Concept 1 plan alongside a worked up, feasibility tested version of Concept 2. This approach would have the merit of reaffirming public opinion before embarking upon the referendum. If sufficient residents were to make known their support for Concept 2, the Relief Road, then the Steering Group or the Parish Council might decide to take a step back and consider again the medium and longer term benefits implicit in a more radical approach to the neighbourhood plan.

Producing a Neighbourhood Plan is a lengthy process building public understanding and support.

Act in haste and repent at leisure!

## **Appendix 14b**

### **Lavant Residents for Relief Road Leaflet**



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## LAVANT RESIDENTS for the RELIEF ROAD

It's YOUR village!

It's YOUR neighbourhood Plan!

Look to YOUR future!

**Grasp the opportunities the Relief Road offers YOU!**



**If you wish to show your support for the Lavant Relief Road Plan**

 Contact us on Twitter @Lavant4RR

Text us your surname and "I support" to 07823 411216

Email us at [lavant.residents4rr@gmail.com](mailto:lavant.residents4rr@gmail.com)

Write to: LavantR4RR, Reynolds House, Lavant, PO18 0BQ

**LAVANT R4RR**

*The Road to Lavant's Future*

# What is Best for Lavant?

## LAVANT NEIGHBOURHOOD PLAN

WITHOUT THE  
RELIEF ROAD

OR

WITH THE RELIEF  
ROAD

Provides 100 new dwellings (to include 40 social housing units) adjoining the village on open farmland to the west.

No

Yes

Downgrades the A286 to a B classified local road with traffic calming.

No

Yes

Reduces speed levels to 20 mph

No

Yes

Retains the current football pitch and other green areas.

No

Yes

Retains, modernises and maximises employment opportunities at the Eastmeads Industrial Estate.

No

Yes

Avoids village cramming with high density housing on green spaces.

No

Yes

Provides an opportunity to create a community area, car park for the school, recreation and community facilities, all nurturing the village's sense of community

No

Yes

TO SHOW YOUR SUPPORT FOR THE LAVANT RELIEF ROAD PLAN PLEASE SEE OVERLEAF

## **Appendix 14c**

### **Copy of Email Response to Residents for Relief Road**



*We would like to make it clear that the recent leaflet 4RR was **NOT issued** by the Neighbourhood Plan Steering Group and that the wording and layout of the leaflet does not create a true reflection of the current progress and approach being taken by the Steering Group.*

*All our information includes the Neighbourhood Plan logo*

*Information about the Neighbourhood Plan is available vi the Lavant Parish Council website. This is due to be updated during this week. The Neighbourhood Plan is still in the process of being created and we are still at the stage of sifting through opportunities and issues. However,*

*The Steering Group is working on the basis of Concept 1, option B.*

*The draft policies referred to on the website have been worked on since May's meeting and we have been working on drafting some others. The Roads and Traffic Day for example will help inform the policy on that topic.*

*The Scoping Report has finished the consultation period and we will be considering the comments received; these will also inform the versions of the policies which will go into the Draft Neighbourhood Plan.*

*Meanwhile each of the sites that have been identified are undergoing detailed assessment -this process will eliminate some of them.*

*We are planning to start writing the Draft Consultation Document and the Draft Neighbourhood Plan during August. This latter document will be presented to the community when it is ready and modifications will be made before the final draft goes to an independent Examiner. After this it goes to every household for Referendum.*

*I hope that you find this helpful.*

*Please do let us know if you have any questions or comments.*

*Kind Regards Caroline Reynolds*

## **Appendix 14d**

### **Neighbourhood Plan Relief Road Policy Reasons for Exclusion**





28/October/2015 NP.RR.reasonsforexclusion.V3

## REASONS WHY THE RR CANNOT BE INCLUDED AS A POLICY IN THE LAVANT NEIGHBOURHOOD DEVELOPMENT PLAN

1. **The SG have no mandate from the Lavant community for the development of a large tract of land** west of the A286 and on which the viability of the RR is predicated.
  2. With the sites that have come forward the SG is confident that, **as a minimum, the housing requirements in the draft SDNPA Local Plan can be achieved** and optimistic that the housing needs in total can be met within the CDC and SDNPA areas without recourse to any additional land west of the A286.
  3. There is **no requirement to build houses in the SDNPA area** although 20 have been referred to in the draft plan. There is **no requirement in the CDC Local Plan**.
  4. The **NDP has to comply with the Basis Conditions** that will be scrutinised by the Independent Examiner. The RR will not meet these as it is not supportive of the general principles of the Local Development plans.
  5. The **RR project is not proven to be deliverable**. The landowners are not willing to sell the land for the purpose of development. Furthermore, the viability of the scheme will need to be tested against the falling numbers of houses being built (despite there being consent for 2400 in the CDC area that have not yet been started) and the climate whereby the Government has let it be known that S106 agreements can potentially be renegotiated with a commensurate lack of funds from that source.
  6. The **early completion of the NDP is critical to avoid any latent challenge for large scale development**. The SDNPA have recently encouraged the SG to issue the pre-submission document at the earliest opportunity, ahead of the SDNPA Plan.
  7. WSCC have advised that the **impact of the road is a material matter** for them to address as well as the SDNPA. Furthermore their view is that until the options have been determined in relation to the improvements to the Chichester By-pass further discussions are premature.
  8. The **minerals local plan has removed Hunters Rest site from re-opening** and thus the threat of further heavy traffic from that nearby source has been removed. No consideration appears to have been given to the 'magnet' effect of a new RR which could attract additional traffic.
  9. **None of the responses seen from SDNPA, CDC and WSCC are favourably disposed towards the RR** which appears to be in conflict with their plans. The RR would be seen as a 'major development' (indeed so would 100++ homes to facilitate it). The NPPF states that there is a presumption against 'major development' in National Parks unless it can be demonstrated that there are exceptional circumstances. This is a high bar to cross and unlikely to receive the support of the SDNPA.
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## **Appendix 14f**

**Email dated 23/10/15 from Derek Kingaby  
(chair of L4RR) to the SG**

23/10/2015 15:59:25 GMT Summer Time

Subj: Lavany NP - DRAFT Proposal and DRAFT Policy,

At our meeting on 10th September between LR4RR representatives, Derek Kingaby and David Bevan-Thomas

and LNP SG Chairman Alan Taylor and Vice Chairman Robert Newman, the following was agreed:

1. The SG will consider Derek's suggestion that the RR be included as a policy. Action - AT
2. Derek will re-evaluate the merits of the RR option (and all the supporting evidence) being included under 'Community matters. Action DK
3. Derek will forward to the SG all documented evidence in support of the RR. Action DK

I have not heard back in relation to 1. above. However what I have to say below may influence the SG group's thinking in the matter.

I am now in a position to advise on Actions 2 and 3.

## **2. On the merits of the RR option (and all the supporting evidence) being included under 'Community matters.**

I remain firmly of the opinion that inclusion in a general narrative on Community Matters falls well short of what is needed to ensure that the RR possibility is properly recognised and discussed. It may end up there if the RR does not gain sufficient public support as the NP moves through its various stages en route to the referendum. However, at this stage it needs exposure ideally as a Proposal, and if not that, as a Policy.

If the SG can be persuaded as to the merits of running the RR as a Proposal or Policy, hopefully it would flush out the SDNP's site specific grounds for objecting, and further clarify the views of WSCC Highways and CDC. Incidentally, none of the Authorities agreed to meet with LR4RR, although WSCC replied at considerable length, (see my email to SG members of 14.10.15 which included the WSCC email and my reply).

WSCC advised that:

*"Even if the case were made (and it could be provided at no-cost to the County Council), I do not think that this authority would ever 'welcome' the construction of a new relief road within a national park. The most that it would do would be to raise 'no objection'."*  
(My underlining)

The SDNP responded to my questions with further questions on matters that I believe they should have been able to advise upon. In the absence of a discussion, the site specific qualities of the land affected by the RR, i.e. 'natural beauty, wildlife and cultural heritage' have not been revealed. One is left to draw one's own conclusions as to their reticence in the matter!

If the SG feel meetings with the authorities to discuss the RR are a necessary part of understanding the nature and strength of their objections, perhaps the SG would consider pressing on it's own

account for a meeting specifically on the RR. I would hope LR4RR representatives would be invited to attend any agreed meetings.

### **3. On forwarding to the SG the documented evidence in support of the RR.**

See attached DRAFT Proposal and DRAFT Policy

These are lengthy because the **reasoned justification** which must support a proposal or policy for the RR has to make the case demonstrating Need and Credibility.

As drafted, I believe they could be included in the NP 'without editing'. It is only with the full reasoned justification that those persons sceptical of the proposal may be persuaded as to its possibilities and advantages. The RR is about securing the long term future of the Village and should be included **in the NP** even if only serving as the means to signpost the future.

In deciding what might or might not be included in the NP the SG might reasonably consider that the preferences previously expressed for a mix of Options 1 and 2 cannot/should not be simply interpreted as a vote against the RR option.

The immediate focus of the NP should rightly reflect support for options 1 and 2 as an indication of the communities judgements as to priority. Responding to immediate needs should not however, preclude the NP from looking to meet a wider range of community aims through the longer term opportunities offered by the RR option. It would seem quite reasonable for the SG to plan to meet the short term priorities but also, given the further in depth understanding of what is involved, to recommend the RR as the longer term solution to addressing the Village's problems and realising it's potential. The LR4RR group has shown that the RR already has considerable support in the community. With SG endorsement the RR would doubtless attract further support.

Given public support and with the recommendation of the SG, the Parish Council would need to be prepared to argue the case for the RR at the forthcoming SDNP Local Plan Examination in Public (EiP). Even if the RR was to be ruled out by the Inspector at the EiP as not justified in the 15 years timeframe of the NP, recognition that the RR is the only long term solution to Mid Lavant's traffic problem might be expected.

If the RR was rejected it would be a relatively simple matter to move the excised material into the 'Community Matters' part of the NP submission. The NP could be simply amended such that it could proceed to formal approval without significant delay.

I note the Mid January dates on which the Pre Submission Document will be displayed for public comment. I would be pleased to have the opportunity to address a public meeting on the subject - 'Lavant, its Long term Future and the Relief Road' - either around that time or earlier if preferred.

The Traffic Calming presentation was well attended and helped understanding both what the approach could and could not be achieve. I hope the SG would see a presentation on the RR as useful and informative and might agree to arrange and chair the meeting, effectively taking ownership of proceedings. Please let me know if this is an offer you would wish to take up.

I look forward to hearing further from the SG.

Regards

Derek Kingaby  
Chairman LR4RR

## **Appendix 14g**

### **L4RR Proposed Draft Policy**

## **DRAFT POLICY - Lavant Relief Road**

The Neighbourhood Planning process has identified a significant level of public concern to address problems arising from traffic running through Mid Lavant on the A 286. The carriageway is narrow, poorly configured and dangerous. Noise, dirt and vibration resulting from the volume of through traffic, cars and HGVs, has significant, unacceptable adverse impact on the village environment, the Conservation Area and in particular on residents of properties fronting the A 286.

Diversion of the A 286 is seen as the only effective remedy. A 'Relief Road' would also have the advantage of enabling the achievement of many of the community benefits identified as desirable in the Neighbourhood planning process.

Implementation would be subject to the following :

- i) decisions on the A 27 Northern Bypass to Chichester, currently under consideration
- ii) acceptance of a housing development sufficient to fund the construction of the RR and
- iii) agreement of the affected landowners to sell the necessary land

For reasons i) to iii) above, the RR is considered unlikely to be achievable other than in the medium to long term life of the Neighbourhood Plan i.e. years 6 to 15 or even a longer timescale.

Accordingly, to reflect a clear intention as regards the future provision of a Relief Road, the plan includes a safeguarding policy as follows:

**Relief Road Safeguarding Policy :** At such time as there is clarity as to: the possible provision of the A 27 Chichester North Bypass and the present uncertainties associated with housing need and land ownership, favourable consideration would be given to a privately funded proposal to provide a 1.6 km RR on a north/south alignment to the west of Mid Lavant, securing diversion of the A 286 from a point to the south of its junction with Roughmere Drive, following a line, west over Centurion Way and then north to rejoin the A 286 immediately to the north of Yarbrook.

### **Purpose and Reasoned Justification**

**The RR would remove through traffic from Mid Lavant.** *(see supporting evidence on traffic flows/accidents)*

**The RR would provide the opportunity to meet a number of other community objectives:**

land for a wide range of community uses e.g. primary school extension, car parking space, additional allotments, nursery, youth meeting place, community building with shop, meeting rooms, outreach Doctors Surgery and informal public open space ;  
creation of a focal point in the village;  
housing land to meet present and 10-15 years projected local social housing needs;  
20mph speed limit and scope for creative traffic calming and environmental enhancement on the existing A 286 carriageway;  
creation of an attractive southern gateway to the SDNP;

avoidance of the need for 'cramming' further housing development within the built up areas of the village;  
avoiding development on existing green spaces within the village fabric;  
clear definition of the western settlement boundary to Mid Lavant;  
clarity of vision for the long term 20,30,40 years future of Mid Lavant.

**The RR would have associated disadvantages:**

incursion into and diminution of the open countryside gap between Mid and West Lavant;  
noise and visual intrusion;  
changes to the SDNP landscape.

The Neighbourhood Plan contains proposals to meet the Lavant's needs in the short, medium and long term. It seeks both to protect what has value and secure improvements where needed. Individual interests must be respected and met wherever possible. However, the achievement of community based objectives, and meeting community needs and aspirations, on occasions, may justifiably take precedence over individual interests. Where development is involved, the positives and negatives need to be identified and subjected to balanced assessment . *(see supporting evidence - cost/benefit analysis)*

**Detailed Description/ Explanation**

The RR would be designed as an all purpose rural single carriageway road, 7.3m wide without lighting or footways. As such it would be in conformity with the character and scale of the existing A 286 and many other roads running through the SDNP countryside.

To overcome potential noise problems, the RR specification would require the carriageway surface to be not less than 0.5m lower than the surrounding land and for the creation of earth mounds to both sides not less than 1.5 m higher than the surrounding land. Earth mounds close to the noise source i.e. the carriageway surface, with an overall height of 2 m would provide highly effective sound barriers. Planting indigenous species on both sides of the RR, reflecting roadside planting locally within the National Park, given time to mature, would blend in with the local landscape and screen the RR from wider views.

At its southern end the RR would require to be elevated 2.0m on embankments before crossing Centurion Way. The latter would need to be lowered gradually over some 50m to either side of the crossing such that, at a point beneath the RR, by dropping the path by 1.0m, 2.5m clear headroom would be provided for pedestrians / equestrians to pass freely beneath the RR. Planting to the embankments on either side of the elevated section of the RR, together with substantial block planting on the adjoining land, would be required to minimise noise and maximise screening.

Existing E/W footpaths between Mid and West Lavant would be maintained but subject to minor diversions where crossing the RR.

The 2 minor roads running E/W would be subject to minor diversions to avoid dangerous direct crossing points.

Junctions would be required: at either end of the RR where it joins the existing A 286; where access is provided to new housing development; and where existing minor roads are crossed. Their design would take account of the need to minimise visual impact, reduce speed and generally to reflect the traffic engineering standards and character of the existing A 286. Mini roundabouts at either end of the RR may be the appropriate solution.

The RR would provide a single point of access to the housing development and those community facilities proposed to be built on land centrally located between the RR and the western settlement boundary to Mid Lavant. The relationship between provision of the RR and development land for housing is critical. (*see supporting evidence on Credibility - Land values and Highway construction costs*)

## Supporting Evidence

### *Traffic Flows/Accidents*

#### As to Traffic Flows

##### WSCC Highways Traffic Counts

A286 Mid Lavant -South of Pook Lane -Northbound and Southbound  
First full week in Jul 2006; 2010; 2015

5 Day	Peak Flow 1 hr - Average			12 hrs - Average			16 hrs - Average		
	2006	2010	2015	2006	2010	2015	2006	2010	2015
AM	1224	1075	1058	11,490	10,654	9,752	13,274	12,165	11,450
PM	1241	1146	1128						

B 2141 Chilgrove Rd. o/s Langford Farm - Eastbound & Westbound  
First full week in Jul 2015

5 Day	Peak Flow 1 hr - Average		12 hrs - Average		16 hrs - Average	
	2015		2015		2015	
AM	342		3,278		3,690	
PM	361					

The Chilgrove Rd traffic figures will reflect movements N to Midhurst, S to Chichester and not least the 'rat run' through the village from E to W via East Lavant. It may be reasonable to assume the E to W 'rat run' and S to Chichester, amounts to some 2/3rds of this traffic i.e. an approximate peak hour average of 240 and 12hrs and 16 hrs averages of 2,180 and 2,400 respectively.

The above figures, with the addition of the assumed volume of 'rat run' traffic, reveal the flow of traffic through the village. The environmental and safety impact of through traffic on the village may be better appreciated if expressed in terms of the frequency of vehicle movements.

**Based on 2015 Figures**

During the AM peak hour - 1 vehicle every 2.8 secs  
During the PM peak hour - 1 vehicle every 2.6 secs  
Throughout 12 hours - 1 vehicle every 3.6 secs  
Throughout 16 hours - 1 vehicle every 4.1 secs

The narrow carriageway and poor configuration leads to traffic, in particular passing HGVs having to stop and the build up of queues.

**NB** - No information is available as to the nature of the traffic i.e. the proportion of commercial vehicles, their size and weight. The County Council categorises the A 286 as a designated lorry route.

**As to Accidents**

WSCC Highways published statistics for the period 1.6.10 to 30.5.15

	A286 - Mid Lavant	East Lavant
Serious	2	
Minor	4	2

Details of the accidents are not available.

**As to Traffic Calming A 286**

Traffic calming measures are recognised as having the potential to alter the environment and with it the behaviour of traffic. However, whilst slowing traffic, the speed limit on an A road is unlikely to be reduced below 30mph and the high volumes of through traffic and significant number of large heavy goods vehicles using the A 286 would perpetuate the adverse environmental effects on Mid Lavant.

***Credibility - Land Values and Highway Construction Costs***

**As to Land Values**

The following opinion was given in confidence in an email from an established local land agent.

"Further to our recent telephone conversation I now write to confirm my thoughts with regard to development land values in the Chichester area.

"As I explained to compare sites on a like for like basis we break the value back to a blended plot value i.e. for both private and affordable housing after Section 106 costs and abnormal costs. Plot values over the last 12 months are in the region of £70,000 to £80,000 per plot."

Further evidence as to land values in the Chichester area were provided in email correspondence with Bovis Homes.

"My view is that 100 houses in Chichester would generate a land value of c£8m - £10m so there would be a minimum of c£4.5m left over to pay for the land after the cost of the relief road."

### **As to Highway Construction Costs**

Bovis Homes also provided estimates as follows for the RR - 1,600 metres - 7.3m wide - all purpose rural road, unlit, no pavements

"My estimator has looked at the cost of a relief road using our viability spreadsheet. Assuming a 350mm capping layer, 2m footpaths both sides of carriageways with foul sewers, surface water sewers and services under roads. Excluding prelims and contingency this comes to £3,551,020."

This was subsequently qualified as follows:

"If you remove the footpaths and add back a service verge to one side of carriageway this would be £3,095,204.

This does not allow for any landscaping to the verges."

Published technical costing information

Taken from ' **Spons Highway Construction Costs 2015**'

Main Carriageway - Rural all purpose road (single carriageway 7.3m wide)

per linear £/ metre - 1,225 to 1,475

**1,600 m @ £1,350 = £2.16m**

Rural single lane link roads - (carriageway 3.7m wide)

per linear £/ metre - 690 to 830

**300 m @ £760 = £0.228m**

Pedestrian underpass -3m wide by 2.5m high

per linear £/ metre - 5,100 to 5,800

**10 m @ £5,450 = £0.0545m**

**Estimated Total Cost ( assuming midpoint costs) = £2.445m**

These are of necessity 'ball park' estimates, but confirm that not only could the cost of RR construction be met but the residual land value - circa £5m to £7m could be sufficient incentive for the landowners to sell.

### ***Cost/Benefit Analysis***

The broad range of advantages that the RR would bring to Mid Lavant residents: environmental, safety and community benefits; can be listed but do not lend themselves to meaningful analysis. Likewise the value of the natural beauty, wildlife and cultural heritage in this part of the SDNP and the impact upon the open countryside gap between Mid and West Lavant largely defy objective analysis.

The acceptability of the RR and its associated development will ultimately rely on a balanced judgement between the positive and negative impacts. On the one hand the specific community benefits accruing to Mid Lavant residents and on the other, subjective assessments of impact upon the SDNP and the countryside gap. The extent to which Landscape screening and sound barriers can ameliorate visual intrusion and noise affecting the wider area and more specifically properties close to the RR will need to be taken into account. The efficacy of the sound barriers can be calculated precisely.

**Inclusion of the RR in the neighbourhood Plan is predicated on the belief that the benefits to the community of Lavant flowing from its construction would, when considered on a site specific basis, significantly outweigh the visual and noise impacts upon the natural beauty, wildlife and cultural heritage existing in the affected part of the SDNP.** The affected land is flat and largely featureless. It has been farmed for crops for many years and accordingly is most unlikely to provide significant support to wildlife. As farmland it will have some 'cultural heritage', but not sufficient to justify a case per se against development.

The landscape value of the expanse of open farmland providing the setting to West Lavant and Mid Lavant is recognised both in the local scene and in distant views from the Downs at Kingley Vale. The farmland defines the edge of the village. However, in a short time the hedge and tree screen planting associated with the RR would reinforce the western edge of Mid Lavant such that the change in the distant views would be imperceptible.

The National Planning Policy Framework(NPPF) (March 2012)states that ... *" Planning permission should be refused for major developments in National parks except in exceptional circumstance and where it can be demonstrated they are in the public interest"*

Paragraph 116 of the NPPF refers to exceptions where permission might be given and specifically to the following test, whether there is... *"any detrimental effect on the environment, the landscape and recreational opportunities and the extent to which that could be moderated"*

**The RR and its associated development, may or may not be classed as 'major development'. It is however clear that the RR can be demonstrated to be in the public interest and that if constructed with appropriate landscaping and sound barriers, it's impact on the SDNP could be minimised to the extent that inside a decade its impact would be minimal.**

The narrowing of the countryside gap between Mid and West Lavant is recognised as a point of objection. The RR will have the merit of marking a clear boundary between the separate parts of Lavant. The remaining area of farmland to the west of the RR, between West and Mid Lavant, will be of sufficient size to continue to be viable for farming.

Future proposals to develop to the west side of the RR would be justifiably refused as an unacceptable encroachment adversely affecting the countryside gap maintaining the separate identities of West and Mid Lavant.

With the exception of one residence, which has oblique views towards Mid Lavant, all the other residences do not take distant views to the east. There is generous tree and hedge cover on the east side of West Lavant which reinforces the separation of and distinct identity of West Lavant and for most of the year precludes views of Mid Lavant. Generally the layout and nature of the residential properties in West Lavant and the distance that will remain between them and the RR, together with the landscaping and sound barriers proposed, should mean that any impacts will be minimal.

## **Appendix 14h**

### **L4RR Draft Proposal**

## **DRAFT PROPOSAL - Lavant Relief Road**

**A 1.6 km RR is proposed on a north/south alignment to the west of Mid Lavant. The RR would permit diversion of the A 286 at a point to the south of its junction with Raughmere Drive and follow a line, west over Centurion Way and then north to rejoin the A 286 immediately to the north of Yarbrook.**

**The RR is a medium to long term proposal in the life of the Neighbourhood Plan i.e. years 6 to 15. Implementation would be subject to the following uncertainties :**

- i) decisions on the A 27 Northern Bypass to Chichester, currently under consideration**
- ii) acceptance of a housing development sufficient to fund the construction of the RR and**
- iii) agreement of the affected landowners to sell the necessary land**

### **Purpose and Reasoned Justification**

**The RR would remove through traffic from Mid Lavant.** *(see supporting evidence on traffic flows/accidents)*

The A 286 through Mid Lavant is narrow, poorly configured and dangerous. Noise, dirt and vibration resulting from the volume of through traffic, cars and HGVs, has significant adverse impact on the village environment, the Conservation Area and in particular on residents of properties fronting the A 286.

**The RR would provide the opportunity to meet a number of other community objectives:**

land for a wide range of community uses e.g. primary school extension, car parking space, additional allotments, nursery, youth meeting place, community building with shop, meeting rooms, outreach Doctors Surgery and informal public open space ;

creation of a focal point in the village;

housing land to meet present and 10-15 years projected local social housing needs;

20mph speed limit and scope for creative traffic calming and environmental enhancement on the existing A 286 carriageway;

creation of an attractive southern gateway to the SDNP;

avoidance of the need for 'cramming' further housing development within the built up areas of the village;

avoiding development on existing green spaces within the village fabric;

clear definition of the western settlement boundary to Mid Lavant;

clarity of vision for the long term 20,30,40 years future of Mid Lavant.

**The RR would have associated disadvantages:**

incursion into and diminution of the open countryside gap between Mid and West Lavant;

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The Neighbourhood Plan contains proposals to meet the Lavant's needs in the short, medium and long term. It seeks both to protect what has value and secure improvements where needed.

Individual interests must be respected and met wherever possible. However, the achievement of community based objectives, and meeting community needs and aspirations, on occasions, may

justifiably take precedence over individual interests. Where development is involved, the positives and negatives need to be identified and subjected to balanced assessment . *(see supporting evidence - cost/benefit analysis)*

### **Detailed Description/ Explanation**

The RR would be designed as an all purpose rural single carriageway road, 7.3m wide without lighting or footways. As such it would be in conformity with the character and scale of the existing A 286 and numerous other roads running through the SDNP countryside.

To overcome potential noise problems, the RR specification would require the carriageway surface to be not less than 0.5m lower than the surrounding land and for the creation of earth mounds to both sides not less than 1.5 m higher than the surrounding land. Earth mounds close to the noise source i.e. the carriageway surface, with an overall height of 2 m would provide highly effective sound barriers. Planting indigenous species on both sides of the RR, reflecting roadside planting locally within the National Park, given time, would screen the RR from wider views.

At its southern end the RR would require to be elevated 2.0m on embankments before crossing Centurion Way. The latter would need to be lowered gradually over some 50m to either side of the crossing such that, at a point beneath the RR, by dropping the path by 1.0m, 2.5m clear headroom would be provided for pedestrians / equestrians to pass freely beneath the RR. Planting to the embankments on either side of the elevated section of the RR, together with substantial block planting on the adjoining land, would be required to minimise noise and maximise screening.

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## Supporting Evidence

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