



MAUDLIN FARM

Maudlin, West Sussex

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EXECUTIVE SUMMARY

Key Benefits



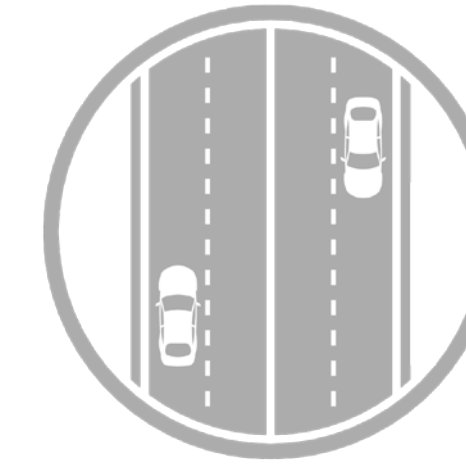
Supply of up to 265 new homes reflecting the needs of the local community



Delivery of a new 70-bed extra care home providing much needed assisted living for local elderly people



Provision of 3 Gypsy/ Traveller plots



Easy access to A27, linking Eastborne with Portsmouth



Walking distance to local retail park and just 2 miles from centre of Chichester



Good connectivity to local bus routes and public footpaths and cycleways



Close proximity to local leisure destinations Goodwood Aerodrome & Chichester Watersports



Respects the local landscape and character, whilst providing an appropriate treatment and transition to the countryside



Provision of high quality landscaped open space for walking and relaxing in



Delivery of a sustainable development, having regard to best practice design and construction methods to mitigate the impacts of climate change



Opportunity to secure biodiversity net gain through new planting, strengthened hedgerows and new attenuation features

INTRODUCTION

Section One



BACKGROUND

Scope of Document

This Vision Document has been prepared to support representations to the Local Plan Regulation 19 Consultation, on behalf of Teren Project Management Ltd ('the Client'). The draft Local Plan allocates Land at Maudlin Farm, Westhampnett ('The Site') for circa 265 dwellings under allocation Policy A10. In summary, the draft Local Plan allocates the site for the following development;

- 265 dwellings, including 4 self/custom build plots;
- Specialist accommodation for older persons;
- On-site public open space and play area; and
- 3 gypsy and traveller pitches.

The Client supports this allocation as submitted within the accompanying representations. Various technical work has commenced and thus this Vision Document seeks to summarise this work to date whilst also providing further design considerations that have evolved to create an illustrative concept masterplan. This illustrative masterplan is not fixed and will evolve further following further technical work, feedback from the Local Plan Consultation, engagement with the Parish Council, local residents and District Council.

Technical work to date demonstrates that the site has no significant constraints to development and does not require significant infrastructure for delivery. The design approach seeks to create a high quality, sustainable development that would be well connected to the village and also local centre of Chichester City.



View of site from northern boundary



View from north of historical field boundary, looking west



View towards existing farmstead (from south of historical field boundary)



Existing pond in south west of site



View of site from southern boundary



View towards north-east corner of site



View of existing paddock on west of site



View of site along western boundary of field, looking south

SITE ANALYSIS

Section Two



SITE CONTEXT

Location & Surroundings

The site is located in Maudlin, to the east of Chichester and Westhampnett. The A27 runs directly to the south of the site, whilst Old Arundel Road (from which the site is accessed) runs along the north and becomes a cycleway midway down.

Dairy Lane runs along part of the western boundary, leading to the farmstead buildings of Maudlin Farm. The site tapers to the boundary of an adjacent field to the east which itself borders the Temple Bar Interchange of the A27 and A285.

The Rolls-Royce manufacturing facility is located directly to the north west and beyond that the Goodwood Aerodrome and Estate. To the west, beyond Dairy Lane, there is a solar panel array and Chichester Watersports facility, before the retail parks on the edge of the city. To the east, the small villages of Boxgrove and Tangmere can be accessed a short way along the A27.

The site is approx. 14 hectares in size and comprises mostly undeveloped farmland. Access is currently via an informal farm access located towards the north east of the site, along an existing undesignated cycle path. This will be moved to the north west corner of the site to provide a connection to Stane Street via Old Arundel Road.



Site Location

LOCAL CHARACTER

Maudlin, Westhampnett & Surroundings

The architectural character of the local area is fairly eclectic, as there has been much recent development, however there is a prevalent use of knapped flint, red brick and red clay tile in the earlier buildings of the area, which is typical of Sussex. This is also seen in the neighbouring villages of Tangmere and Boxgrove. There is also some use of render and timber boarding in the locality.

Knapped flint buildings generally have brick quoin detailing on corners and around openings. Other common original features include symmetrical frontages with feature porches, timber sash windows, brick chimneys and occasional use of dormer windows that break the eaves line on the top floor.

These materials and detailing have commonly been referenced on the more prominent buildings within the surrounding newer developments.



Key Plan of Image Locations

LOCAL FACILITIES

Transport & Amenities











The site is well located for a number of everyday local amenities which can be accessed on foot or by bus, with stops close by on Stane Street/Roman Road serving the No. 55 route (Chichester to Tangmere) and No. 658 route (a school bus serving the local area for Ormiston Academy in Westergate).

A variety of shops and restaurants are located approx. 1 mile walk from the site at the retail parks on the edge of the city centre, including Sainsburys and Aldi supermarkets, Homebase (garden centre and DIY), Halfords (auto parts), The Range and Home

Bargains budget stores and McDonalds and Harvester restaurants. A greater selection of high street retailers and eateries are located in the city centre, just 2 miles to the west of the site.

The site is also a short distance from a selection of leisure destinations, including Goodwood Aerodrome and Estate, renowned for the annual Goodwood Festival of Speed and Goodwood Revival events, and Chichester Watersports which is home to a wide range of water-based activities.

KEY TO SYMBOLS

- | | | | |
|---|-----------------|---|---|
|  | Post Office |  | Restaurant/Pub |
|  | School/Nursery |  | Shop/Convenience Store |
|  | Church |  | Primary Roads |
|  | Bus Stop |  | Secondary Roads |
|  | Doctors Surgery |  | Public Right of Way / other pedestrian & cycle routes |



Goodwood Revival



Aquapark at Chichester Watersports



Chichester City Centre



Map of Local Facilities

LANDSCAPE CHARACTER

Initial Contextual Analysis



Existing historical field boundary trees & hedgerow



Existing cycle path to north of site



Long reaching views from The Trundle



Halnaker Windmill

The site is generally well enclosed with boundary vegetation, however there are landscape sensitivities to the north of the site, comprising the setting of Old Arundel Road & associated residential properties, the cycle path and long-distance views from elevated locations to the South Downs National Park (Trundle Hill). It is therefore recommended that the existing vegetation along the northern edge of the site is reinforced with a dense planted buffer to include large forest trees.

Any new development would need to take into account existing residential dwellings to the west, with development being set back from the western edge and incorporate new planting to soften and filter views from neighbouring properties.

The scheme will take reference from the historic field boundary of the site with the retention of two mature trees, which are thought to delineate the historical field boundary (north of Maudlin Farm).

The landscaping scheme will incorporate integral SUDs provision, with swales, attenuation basins and green filters. The southern and south-eastern edges of the site are suitable for attenuation features and there may be space for additional planting to reduce visual and noise intrusion from traffic to the A27 dual carriageway corridor.

To the eastern edge, the existing boundary vegetation could be reinforced with additional tree and shrub planting to limit views

from the cycle path (to the north-east) and very long-distance views from elevated locations to the South Downs (Halnaker Windmill).

The access from Old Arundel Road would need to consider the setting of the existing cul-de-sac, cycle route and associated residential properties and their views south and any loss of existing boundary vegetation.

The proposed scheme will be landscape-led, respecting existing hedgerows, tree lines and field patterns. The site is currently well screened by existing landscaping which will be further enhanced through as part of the scheme.

TECHNICAL CONSIDERATIONS

Access & Connectivity

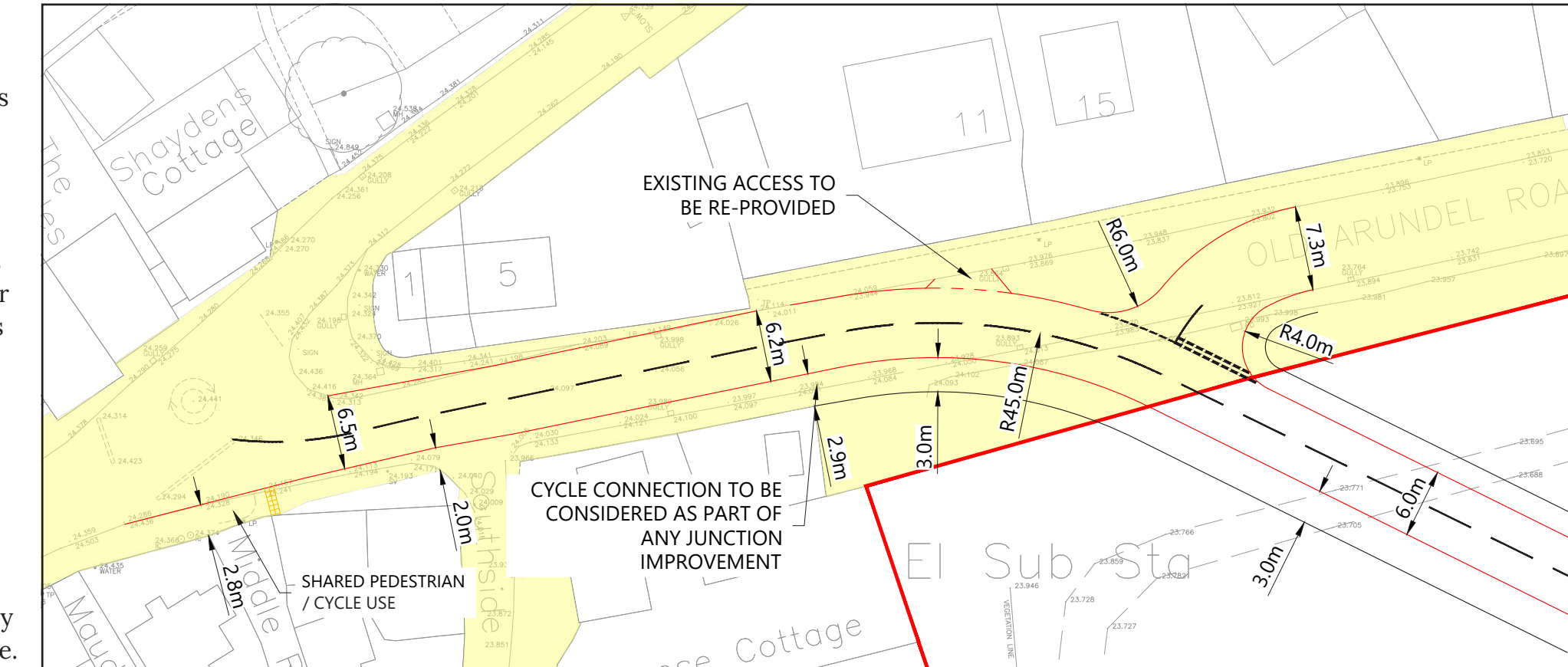
Access

Access to the site is currently via an existing informal farm access located towards the north east of the site, along the existing undesignated cycle path.

An initial assessment of the access requirements for the proposed development has been undertaken by i-Transport. This determined that access can be provided on the north west corner with a minor reconfiguration of the existing Old Arundel Road (as illustrated by the adjacent diagram).

Connectivity

There is also an opportunity to provide a new cycle connection to Stane Street as part of the junction improvement, and an additional link to the adjacent modern development to the west via the existing pedestrian access on Dairy Lane, enhancing safety and connectivity for non-vehicular travel in the locality of the site.



Proposed Access Diagram



Existing farm access



Existing cycle path along northern boundary (at connection with Old Arundel Road)



Existing pedestrian/cycle connection of adjacent modern development to Dairy Lane

TECHNICAL CONSIDERATIONS

Ecology & Drainage

Ecology

A Preliminary Ecological Appraisal (PEA) has been undertaken and further Phase 2 surveys are nearing completion.

The majority of the site comprises of low value arable farmland with modified grassland margins. The bordering hedgerows, longer neutral grassland borders, lowland woodland, pond and scrub habitats are of ecological value and would be retained and protected where possible during the construction phase.

The proposal will seek to ensure at least 10% biodiversity net gain (BNG), will look to include ecological enhancements within both the landscaping scheme and through the built form and will be sensitively designed to include native planting and connectivity with the surrounding ecological network.



Existing farmland, grass margins and boundary trees/hedges (north-west corner of site)



Integrated landscape & drainage design to achieve BNG

Drainage

It is intended that a Sustainable Urban Drainage scheme would serve the development with all run-off dealt with on site. Initial observations seem to indicate that infiltration will be viable. SuDS related features (swales, attenuation basins, green filters etc.) would aim to be designed into the scheme to ensure multi-functional benefits - contributing to attractive spaces which enhance and contribute to ecology / biodiversity as well as dealing with surface run-off effectively within the proposed development site.



Examples of landscape integrated SuDS features

TECHNICAL CONSIDERATIONS

Heritage, Noise & Air Quality

Heritage

A Built Heritage and Archaeological Desk Based Assessment have been completed. The Assessment identifies heritage assets within and in the vicinity of the site. It concludes that care should be taken to preserve the site setting as far as possible. This could include a landscape buffer zone and careful consideration of the rural nature of Old Arundel Road and Dairy Lane.

In terms of Archaeology, further investigations are recommended prior to commencement of any development.

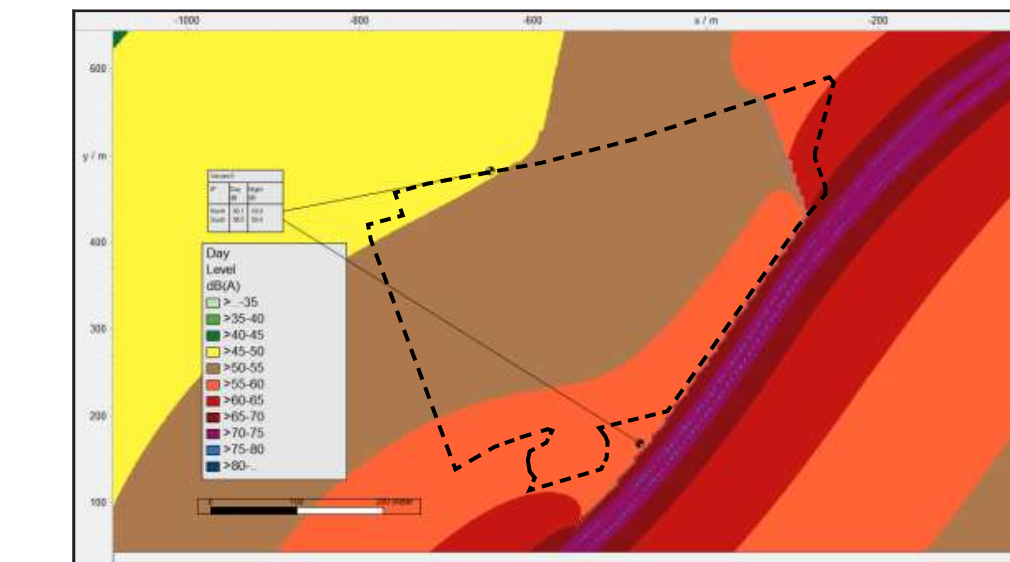


Historical Map from 1838 showing post-medieval farmstead and field patterns

Noise

A preliminary Soundscape Assessment has been completed, with survey data captured across several positions over a 12 day period. The Assessment concluded that the dominant noise was from the traffic on the A27, with no additional uplift recorded during a Goodwood Members Meeting. Discussions have also taken place with Goodwood Aerodrome and no concerns have been raised.

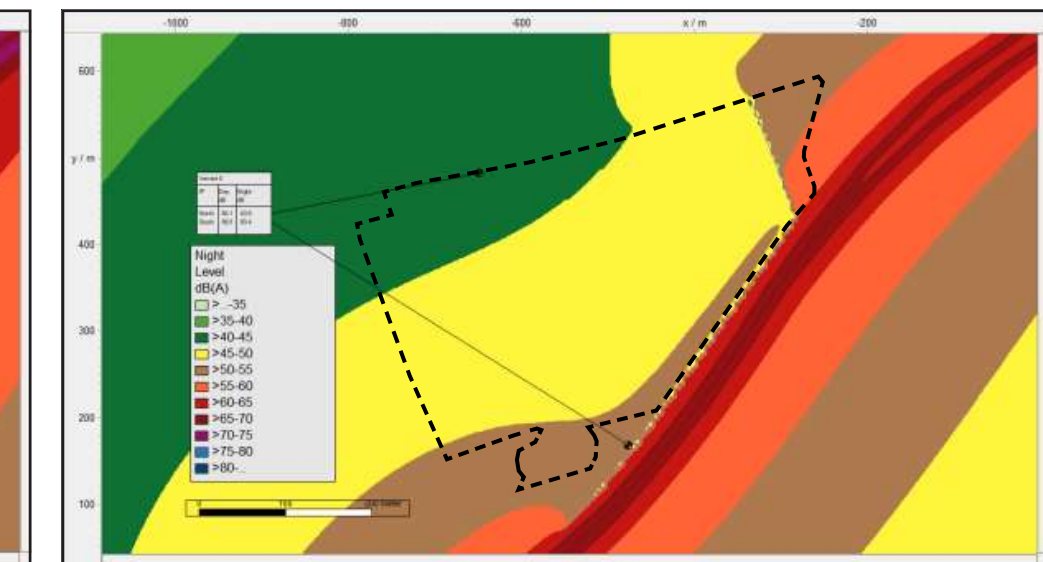
The Assessment recommended the installation of fencing on the southern boundary alongside careful design considerations such as orientation and position of building mass to create further mitigation.



Model Prediction of Daytime Soundscape - Addition of 3m Fence

Air Quality

The Air Quality Assessment concluded that impacts from any increase in traffic flow would be negligible. The potential impact of dust emissions during construction was considered to be medium risk, but this could be addressed further within a Construction Management Plan.



Model Prediction of Daytime Soundscape - Addition of 3m Fence

DESIGN

Section Three



OPPORTUNITIES & CONSTRAINTS

Factors Influencing Development

The site is located adjacent to both modern and historical residential development. There are a few listed buildings around the junction of Old Arundel Road and Stane Street, however neither the site nor its immediate surroundings are within a conservation area.

Of greater relevance are the neighbouring houses towards the north west corner of the site, which have frontages on to Dairy Lane and Old Arundel Road and may have partial views over the development from windows on upper floors. Care should be taken to preserve privacy of both existing and new dwellings along these sections of boundary.

The site is only a short distance from the southern boundary of the South Downs National Park and as such is subject to long reaching views from elevated viewpoints on the Downs. Due consideration should also be given to near distance partial views from the more immediate context.

The farmstead of Maudlin Farm on the south western boundary is not listed, however consideration should still be given to the preserving the setting of these buildings as far as possible.

Similarly, the existing historical field boundary on the western edge will be retained and could potentially be extended to provide green corridors between existing vegetation and inform the site landscaping layout.

The main access to the site will be on the north west corner, however there is also an opportunity to provide a pedestrian link to the cycleway/footpath on the northern edge and the adjacent development across Dairy Lane to the west.

To the south, the site is bordered by the A27 and so it will be important to provide appropriate mitigation measures for traffic noise.

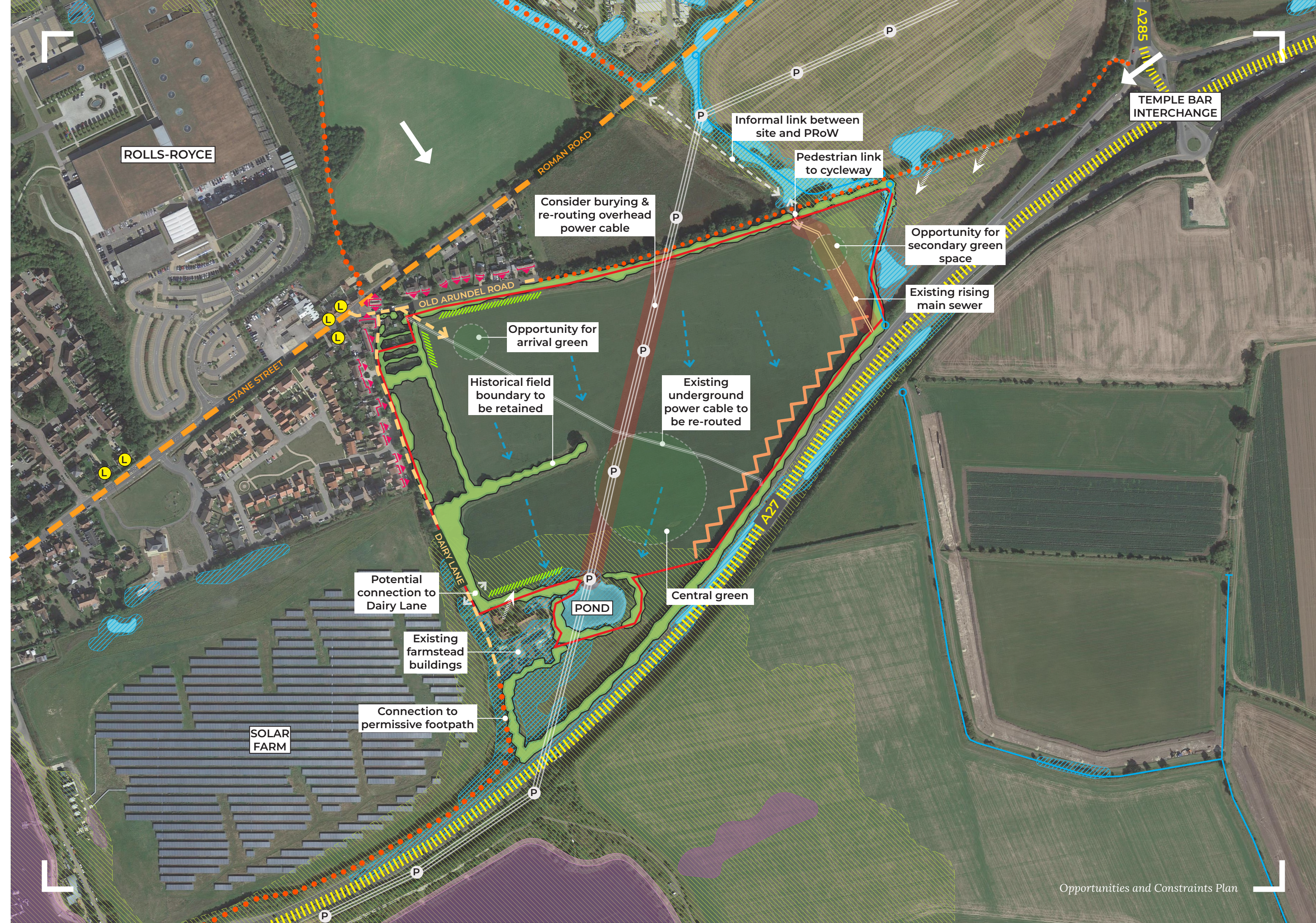
In terms of utilities, the site has an existing 33kV overhead power cable running from the northern edge to the existing pond and an existing 11kV cable running from the north west corner to the middle of the south eastern boundary with the A27. It is considered that, due to the relatively low voltages of both cables, these could be re-routed and buried beneath the site to allow greater flexibility in the proposed layout. Re-routed cables would be located beneath roads and green space with the required easement zones around them kept clear of development.

There is also an existing rising main sewer that crosses the site in the north east corner that is less disruptive to the development layout and so will be retained in place with the necessary easement.

The site has a gentle gradient sloping down from north to south. It is not within flood zones 2 or 3, however site searches have identified some small risk areas for ground and surface water flooding in the north east and south west corners of the site. Careful positioning of buildings and hard surfacing, along with implementation of SUDS features will help to mitigate this risk.

KEY TO SYMBOLS

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DESIGN STRATEGY

Concept Diagram

In response to the analysis of site constraints and opportunities, an initial design strategy has been developed to inform a possible approach to the development of the site. The main concept is to create an extension to the existing communities of Westhampnett and Maudlin that is both rural and green in character. The site will be accessed in the north west corner via an 'arrival green' that will provide a buffer to the existing adjacent properties and soften the approach to the new development.

This green could then be linked to the main public open space in the south of the site, via a tree lined boulevard that would continue through to access the remainder of the development. Secondary roads could be a mixture of informal country 'lanes' and rural mews-type passageways.

Further green space could be provided in the north east corner and in the form of 'pocket parks' nestled between housing parcels.

Larger massing, such as apartment blocks and the care home (which might be located in the north east corner, as shown, or overlooking the main green), could be located closer to the A27 to help shield the rest of the development from the impact of

incoming traffic noise - the majority of which will be attenuated by the installation of an acoustic fence on the south eastern boundary. Furthermore, buildings could be designed so that the more sensitive rooms face away from the A27 and are protected by more ancillary accommodation, such as circulation and non-habitable rooms, on the noisier facades.

A 'green' buffer will be also retained between the buildings and the A27 to improve air quality and provide a circular pedestrian route for walks and cycling around the site.

The existing power cables will be re-routed underground, via roads and open space. The existing rising main sewer will be retained in its existing location in the north east corner.

Landscaped SuDS features will be positioned within green spaces, primarily towards the lowest point of the site to the south, providing both surface water management and ecological benefits in the form of wetland habitats.

KEY TO SYMBOLS

- ① Arrival green
- ② Tree-lined boulevards
- ③ Care home
- ④ Main open green space
- ⑤ Secondary green space
- ⑥ Equipped play park
- ⑦ Allotments
- ⑧ Traveller plots
- ⑨ Existing pond
- ⑩ Pedestrian/cycle link to adjacent development
- Housing parcels
- Apartment blocks
- Access roads
- Existing trees/planting
- New trees/planting
- Indicative SUDS features
- Route of rising main sewer
- Perceived edge of settlement



SUSTAINABILITY

A Low Carbon Community

The proposed development will aspire to create a new low carbon community for Maudlin, by prioritising reduction of carbon emissions and utilising best practice sustainable design.

An example of some of the methods and strategies that could be implemented in the development are included adjacent on this page.



Energy Efficiency
‘Fabric first’ approach; comprising high levels of thermal insulation and airtightness to reduce heating demand



Ventilation
New buildings could be equipped with MVHR units to further reduce heating demand and supply homes with continuous fresh air



Low Carbon Heating
The use of Air or Ground Source Heat Pumps could be explored to provide heating to homes without a reliance on fossil fuels



Solar Power
New buildings could be fitted with photovoltaic panels to provide green electricity for hundreds of new homes



Sustainable Materials
Where possible, the development could utilise locally sourced materials with low embodied carbon



Carbon Offsetting
Further reduction of carbon footprint via offsetting schemes such as tree planting and social & environmental initiatives

KEY TO SYMBOLS

- ① Arrival green
- ② Public open space
- ③ Tree-lined access roads
- ④ Allotments
- ⑤ Play area
- ⑥ Foul drainage pumping station
- ⑦ SuDS features (shown indicatively)
- ⑧ Existing pond
- ⑨ Existing historical field boundary to be retained
- ⑩ Care home
- ⑪ Traveller plots
- ⑫ Potential pedestrian connectivity
- ⑬ Indicative emergency vehicle / traveller plots access
- ⑭ Multi-use games area (MUGA)
- ⑮ Existing sewer easement

ILLUSTRATIVE MASTERPLAN

Proposed Layout



Concept Masterplan illustrating potential layout and green infrastructure benefits

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