



BROADBRIDGE

— H E A V E R —

Representations to Chichester District Council Local Plan Review
Long Term Growth Requirements

A Vision for Broadbridge

February 2019

KING & CO

PROPERTY DEVELOPMENT & INVESTMENT

— EST. 1918 —



Bosham, at the western end of the High Street

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THE TEAM

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Planning Consultant



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BROADBRIDGE

HEAVER





1 | THE VISION

Broadbridge – A New Village Settlement

In response to Chichester District Council’s consultation on the Local Plan Review 2016-2035: “Preferred Approach and Longer Term Growth Requirements”, Heaver Homes Ltd (on behalf of the Heaver Family) has sought to present a vision for Broadbridge, Bosham, a new and distinguished community with an individual sense of place.

For over 200 years the Heavers have lived in Bosham, continuing a rich legacy that begins with Broadbridge Farm and local enterprises that has consistently supported its common life. Chichester Dairies, Heaver brick making and the family’s aggregates industry centred in West Sussex have all left their unique impression upon the collective history of the region; a tradition, and an obligation, that the Heaver Family wish to pursue for the benefit of forthcoming generations.

As a continuation of the Heaver’s heritage, the proposal to redevelop land north of Bosham reflects sustainable growth that is carefully considered. The selection of area, “Broadbridge” – that being land bordered by the A27 (to the north) and the west coastalway railway line (to the south) – is well connected by road and by train, which in turn establish strictly defined boundaries. Ecological impacts, and any associated encroachment on Chichester Harbour’s Area of Outstanding Natural Beauty (AONB), is effectively checked by its separation from neighbouring settlements. Benefiting from its geographical distinctiveness and its advantageous landscape, we present a real opportunity, we present a real opportunity to meet the Council’s future housing need with the provision of appropriate infrastructure.

Our Vision for Broadbridge

Set across 159 hectares, our Vision considers the delivery of up to 3,000 homes inclusive of affordable and specialist housing, in addition to local centres and mixed use development. Our masterplan also proposes necessary infrastructure and services that meet the requirements of residents old and new, create a balanced community with overdue local schooling and employment space, village centre and green spaces. In a similar vein, our design incorporates new junctions to the A27 and a radial neighbourhood network that interfaces with key roads to major employment hubs such as Portsmouth, Southampton, Chichester and Worthing.

Building on principles of sustainable planning, Broadbridge will be a village of diversity and practical placemaking. The opportunities we’ve identified are categorised below:

- **Meeting Future Housing Requirements** – The Local Plan Review considers the ‘concept of a new settlement to accommodate potential longer term growth needs.’ Our Vision considers the delivery of up to 3,000 homes with provisions for affordable housing (30%);
- **Strategic Connectivity** – Our Masterplan proposes an achievable junction that connects the site with the A27, and enhances available route choices through the Bosham network. The site’s multiple access points adds to its connectivity in a way that limits excessive strain on existing roads and diverts flows away from the village centre, as does the essential proximity to the local train station;

- **A Landscape-led Approach** – Strong and enduring landscaping is managed through our Design Code, which facilitates engagement with public open spaces without compromising or intruding on neighbouring countryside;
- **Improving Infrastructure** – Given the scale of the proposed development, the settlement of Broadbridge will benefit from the critical mass required to deliver key infrastructure without over reliance on existing utilities and further impeding design quality (notably foul and surface water drainage, which already requires substantial improvement);
- **Local Centre** – Providing for local needs, including food store, GP facilities and access to high street facilities;
- **Green Spaces** – Open green spaces and managed play spaces create a holistic community in line with many “Garden City principles” that have reconciled rural setting with community regeneration;
- **Employment Space** – The provision of new employment spaces allows for job creation “at home”, in kind with the Heavers’ history and ancestral legacy in Bosham and Chichester;
- **Providing New Schools** – Broadbridge will benefit from new local schools across both primary and secondary tiers, reducing long overdue independence on neighbouring towns and cities.

2 | HISTORY OF BROADBRIDGE AND BOSHAM

Early-History of Broadbridge and Bosham (43-1087)

Bosham was a central seat of Roman client governance across Britannia and a nexus of considerable wealth that was in no small part supported by a long history of farming in Broadbridge.

While Bosanham (Bosham) and the broader district, or 'civitas', of Regni and Broadbridge enjoyed relative prosperity against the backdrop of Roman occupation, the departure of magistrates and tacit acceptance of British self-government that characterized Late Antiquity foreshadowed its repatriation. By the close of the fifth century and the capture of the region by King of the Southern Saxons Ælle, the chief city of Cissa (Chichester) and its surrounding cluster of hamlets and villages were predominantly ecclesiastical hubs of worship. During the Middle Ages a cathedral was founded in 681 at Selsey, and while the prominent bishop and Saint Wilfrid (633-709) visited Bosham, Broadbridge, Tangmere and other neighbouring monasteries during pilgrimage to convert South Saxons there was already a small, collegiate Celtic monastery present, a legacy that was built upon even after the Norman Conquest as the seat of the bishopric was moved to Cicestre (Chichester) in 1075. Today, Bosham can claim to be the most ancient site in Sussex with a continuous tradition of Christian worship.

Aside from the relationships with the prominent Anglican clergy, Bosham and its immediate locality have strong associations with Alfred the Great (847-899), King of Wessex and later King of the Anglo-Saxons, whose use of Roman infrastructure precipitated creation of 'burhs' (fortified towns) across the south of England linked by hilltop beacons, Canute the Great (995-1035), King of the North Sea Empire, and most notably Harold II (1022-1066), the last

crowned Anglo-Saxon King of England. Despite its nominal political influence at the time, Bosham is in fact mentioned by name in the Bayeux Tapestry, referring to the meeting of Harold II and Edward the Confessor (1003-1066). By 1086, the Domesday Book lists Bosham as one of the wealthiest manors in England under the possession of Osbern (1032-1103), a Norman churchman who was once King Edward's royal chaplain before assuming the position of steward for King William I (1028-1087) during his reign.

Bosham from the Middle Ages to the Present (1100-2018)

While little is known of Bosham and Broadbridge's history during the Middle Ages, Herbert of Bosham (active between 1162 and 1189), friend and biographer of Archbishop and Saint Thomas Becket (1119-1170), was presumably born or at the very least a resident of the village. As a growing

corpus of archaeologists has later observed, architectural development (in the form of flint work and stone rubble walls) to Bosham Church suggests the incremental growth of Bosham as a religious terminus particularly under the lasting patrimony of Osbern (later the Chapelry of Bosham itself). Despite fragmentary and inherently piecemeal evidence that survives of the Western division of Sussex, chronicler James Dallaway writes that William the Conqueror later bestowed the land unto 'William Fitz-Aucher', then encompassing 4,000 acres that included several hamlets including Bradbridge, Hook, Creed and Fishbourne. As to the descent of the manor from that time, Henry II (1133-1189) gave it to 'John Mareschal' (who opposed Thomas Becket and abated King Henry's quest for less clerical independence and homage to Rome) and from him it passed to Roger Bigod (1150-1221), 2nd Earl of Norfolk and Edward the First's 'Chief Justiciar', equivalent to a modern Prime Minister. Throughout this period of consistent and absolutist monarchy Bosham was the port on the south coast where most people embarked for the Continent, a statement which held true even before the Conquest.

After a period of stable retention of the estate by heirship, the full quantum of the Manor was partitioned and allotted to various barons in the late-15th century. Perhaps due to lack of primary sources, the descendants of the Earls of Berkeley are said to have held the divided estate until 1810 when the lineage broke and primogeniture could not be fulfilled. Today, a reduced Manor of Bosham remains under the tenure of the Earl of Iveagh Edward Guinness (1847-1927), founder of the brewer of the same name, and his successors.



View of Bosham Church of the Holy Trinity across Bosham Lake



Winter sun on Shore Road, Bosham

Contemporary Heritage

In *Off the Beaten Track in Sussex*, Arthur Cooke (1923) describes Bosham as ‘undoubtedly one of the most interesting spots in Sussex, and, in some respects, in England too’. In its traceable relationships with heavenly kings, foreign occupation and the path breakers of history, Bosham has carved out its own place within Britain’s institutional memory as a locus of resilience within transformative change in spite of its quaint and peripheral setting.

Today, Bosham has very few remnants of its industrial history in both Antiquity and Industrial Revolution. In the shadow of its function as a doorway to the European Continent, however, a local Sailing Club is still supported and administered by the Manor of Bosham. As a popular centre for yachtsmen and artists (where Cooke states that ‘the artist lingers in and about it for months’), the residents continue the legacy of a port village that has been active at any one time for over two millennia.

As well as an appreciation of ancient crafts on land and sea, Bosham and Broadbridge have played no small role in supporting the wider South Coast. The Heaver Family, who settled in the area in the 18th century, were particularly successful in establishing dairy, brick making and heavy-industry enterprises employment local residents, providing an important source of pride and community. Broadbridge, of little mention in its earlier history, becomes especially known for its quality of agricultural produce and a ‘food bowl’ for Sussex: a testament to a work ethic that is firmly ingrained in Bosham and Broadbridge.



Mention of Bosham in the Bayeux Tapestry, 1064



Bosham Lane



The Church of the Holy Trinity, Bosham



Bosham as a port town has a spectacular setting on Bosham Lake (an estuary) where it witnesses the tidal changes and weather coming in from the Solent from its sheltered position.

Bosham is of its times and place with remnants of the rural idyll and how water has been an intrinsic part of the town and its development and how these conditions have crafted its character over the centuries.



Bosham Quay

2 | HISTORY OF BROADBRIDGE AND BOSHAM

BROADBRIDGE AND BOSHAM CHARACTER





Bosham has developed over centuries. This time is written in the buildings, where an eclectic mix of styles, building types and materials evokes a unique sense of place.

Materials include:

- Stone (used sparingly and mostly only on important buildings) brick, knapped flint, render, timber for walls.
- Clay tiles, slate and thatch for roofs
- Leaded and wooden windows sashes and casements, with reveal details of the

periods.

- Ornate surrounds, structural arches and projecting canopies (pediments) and plain door surrounds making entrances.
- Expressed chimneys, steep roofs, hips and gables and architectural features have all contributed to the authentic eclectic layering of the various ages of character that hang together cohesively.

3 | THE HEAVER FAMILY LEGACY

Family Origins: Heaver Farms

The ancestral parentage of the Heaver family in Bosham can be traced back to Slaugham Manor, Sussex, where William Heaver (b. 1767) once occupied 'lands, tenements, and hereditaments called Mill Hill Farm'. As a leasehold farmer initially serving Warden Sergison of Cuckfield Place prior to the estate's timely disposal of title, William Heaver cultivated some 60 acres of wheat fields to supply flour to Chichester and its neighbouring towns. He and his wife Mary Anne Heaver (b. 1775) bore one son, Thomas Heaver (1802-1882) after relocating to Ware, Hertfordshire, who later became a maltster and miller.

Thomas Heaver married Judith Maria Teed (1800-1870) and had two sons. Their firstborn, Thomas Teed Heaver (1840-1917) was a Reverend and notably an alumnus of Caius College, Cambridge; later a Curate of Southover Sussex and Dunston, Norfolk. Their second, John Heaver (1842-1885), acquired land and a tenancy at Broadbridge Farm in Bosham totaling 170 acres in June 1860 at auction in Chichester. Unfortunately, John Heaver died prematurely aged 43 leaving behind eight children – nine, if including Constance Lizzie Heaver (1869-1874), who perished at the age of five. Like her father and grandfather who were once churchwardens and major contributors to the community fabric of Bosham, Lizzie rests at Bosham Church, emphasising the historic and fulfilling relationship the Heaver family share with the village. Across generations of assistance provided to restore the Church and local facilities, the Heavers' connection endures today with donations and the current John Heaver's wedding in 2008.

The Milkmen of West Sussex

Despite his father's relatively early passing, John Heaver's eldest son John Wyman Teed Heaver (1866-1920) was instrumental in cultivating the family's burgeoning reputation and diversifying the Heaver estate. Encouraged by his grandfather, the agriculturist and pragmatic entrepreneur explored ways in which new technology could maximise the productivity of his intensive farming methods before purchasing a dairy stock to manufacture and distribute milk and milk-based products. At a time of compulsory primary school education and increasing official intervention in the public diet (a re-energised Ministry of Health giving constant attention to the upbringing of a 'healthy, sturdy population') purchasing a dairy stock was an especially opportune decision.

Even in light of a surging emphasis on nutrition, however, Heaver's dairy operations had modest beginnings. We are fortunate that an early insight into the company's origins is in fact revealed in *The Sussex Express*, July 8, 1899, where it is said that a 'J. W. Teed Heaver, farmer and dairyman, of Bosham' delivers 'around the village', and is 'in the habit of des-patching two full milk cans by the up train leaving Bosham'. It is a positive indication that J. W. T. Heaver was delivering milk to Bosham's local population well before the Great War (1914-1918). He went on to become a Guardian of the parishes of Westbourne and Bosham, subsequently rising to Vice Chairman of the District Council in the process and a Church Warden at Bosham. In a 1919 article published by *The Observer* and *West Sussex Recorder*, the logistical expansion of his dairy trade was such that in 1909 he founded 'the Chichester Dairies Company', having widened its distribution service to supply neighbouring towns. The stature of "Chichester Dairies" as a supplier of milk in West Sussex evolving exponentially in the turn of the century.

At a time of great competition between creameries with clearly defined spheres of influence J. W. T. Heaver's rise to eminence was hardly guaranteed, and due in no small part to its emphasis on clean, pure milk with a longer shelf life that other brands in its regional space (notably Bognor-based Sait's Dairies and J. M. Money Creameries) could not themselves achieve. A double-page spread in a 1925 issue of *The Sussex Observer* pays tribute to the Heaver families' 'dedication and care to strict hygiene', a commitment which won them commendation from standard-bearers such as the National Milk Publicity Council, West Sussex County Council "Clean Milk Competition", coveted "certified" standard from the Ministry of Health, and later presidency of the British Dairy Farmers' Association. Even as J. W. T. Heaver later passed the directorship of the business to his younger brother Thomas Douglas (1874-1957) following



his incapacitation; this assurance to quality remained a core principle. Its success enabling the eventual acquisition of competing regional creameries including J. W. Money's in Worth, Bognor-based Sait's Dairies; Knapp, Fulham, Clapham and Battersea Dairies, as well as the Belgravia Dairy Company. Against the backdrop of what one commentator stated to be 'growth of the business from small beginnings to extensive dimensions', the Heaver family as an authority on dairy and a 'keen judge of good cattle' noted that production of clean milk 'was not primarily a question of expensive buildings but dependent upon skill of the personnel and their methods'. The Heaver family established 90 milk rounds, 11 camp-sites along the south coast, a chain of high street shops, tea houses and hotels, and went on to become the third largest privately owned milk producers in the country.



Naturally, a resolve to supply a milk that is absolutely free from taint later commanded the use of advanced machinery, including a Turbine Plant for bottle washing, steaming chests for sterilisation of utensils used in its pasteurisation, and automation of the filling process.

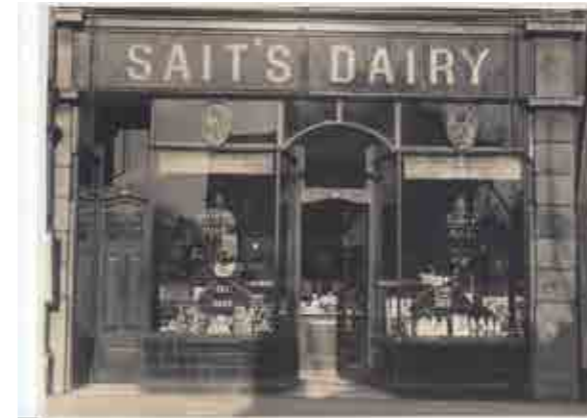
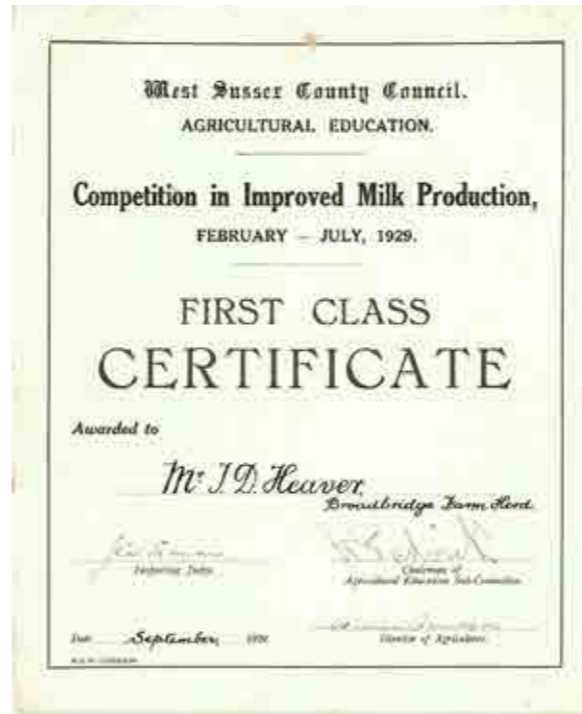
Logistically, too, Chichester Dairies sought to complement mechanical milk floats with heavy carriers, branching out to complementary products such as thick cream, butter, and 'eggs without qualification of any sort'. Such veterinary, sanitary and analytical supervision of an increasingly "bulk-and-carry" enterprise bestowed upon successors of the Heaver family skills transferable to heavy industrial production, including brick making and mineral extraction.

The Heaver's in Heavy Industry

While Chichester Dairies under the watchful eye of John , Thomas and later Jack Heaver became renowned for the breadth and quality of its distribution, the firm established premises in Bosham, Chichester, Bognor Regis, Selsey, Hayling Island, Middleton-on-Sea, Wickham, Farnham, Fomarks, Bordon, Clapham , Battersea, Elephant & Castle, Fulham and Kensington.

The family's network of farms, included Broadbridge, Maudlin, Mudbury, College Meadows, Leythorne and Shopwyke, covering an aggregate area of 2,500 acres in West Sussex by 1920.

The Heaver's entrance into gravel extraction was undoubtedly helped by an intricate understanding of complex logistics in the distribution of milk, which was not all that far off a "heavy" industry itself. In kind to the transportation of water, oil, and other liquids, the sheer volume of milk demand necessitated bulk haulage, as well as thorough investment in vehicles enabled to carry tremendous loads. At the very early inception of road locomotives the Heaver's were already aware of the untapped potential for mechanisation, commissioning Burrell Showman to build the coal-driven Independence in 1919 for conveying road stone. An acute understanding of the need to systematise heavy road transportation bled into other industry standards that the Heaver family pioneered, including the ubiquitous



3 | THE HEAVER FAMILY LEGACY

use of wooden volume ‘computers’, or slide rules, to calculate concrete yardage. Only in the 1940s, however, did adequate technology exist to sustain inter-regional transportation of aggregates.

According to statistics from the Ministry of Transport and the Royal Institute of Hydrology, the newly-formed ‘John Heaver Ltd’ predominantly sourced fine flint gravel from pits east of Chichester for use as a compound in ready-mix concrete, a resource that was not only rare but also commanding of a substantial premium. The original locum of the pits can be gleaned from ordnance surveys available soon after the company was dissolved, that being pits south of Quarry Lane, Whyke which soon after expanded to encapsulate Shopwhyke, Portfield



Works in Kingsham, and various large-scale pits that are now open waters including Leythorne, Peckham Lake, Vinnetrow, Runcton, New Lake, Copse Lake, East Lake, and West Trout Lake. In each of these excavation areas a steam dragline (consisting of a crane with an added winch drum unit for leverage) would be used, which at this time were some of the largest mobile land machines built.

Again revered for quality product as in the milk industry, the early-1950s saw the firm rise amongst competition to the forefront of gravel



Sub-aqua dredger

extraction, transporting over 170,000 yards of ready mixed concrete per annum aboard a formidable fleet which then included 34 truck mixers (AEC Mammoths, Dodge Rapiers, and Albion Caledonian tippers), 8 eight-wheelers and 2 bulk delivery eight-wheelers, distributing in Surrey, West Sussex and East Hampshire. In the years after the Second World War, the Committee on Road Machinery after a visit to ‘Messrs Heaver’s Gravel Pit, Chichester’ that the operation was ‘seamless’, and a ‘credit to the hardy nature of the Sussex lot’. Indeed, by the 1960s John Heaver was an essential name in the creation of major trunk roads, most notably the Horsham bypass, Havant and other southerly bypasses along the A27 that now links Wiltshire with East Sussex where some 2 million tons of chalk and gravel was taken from Butser Hill to Portsmouth. At the extreme upper limit of road-based carrying capacity the tyre manufacturer Dunlop commented that the John Heaver gravel plant was ‘one of the largest in Europe’, cementing its identity as an esteemed institution in the movement of heavy minerals.

Given the sheer size of the draglines used in the excavation of gravel and their hybrid functionality in road construction and water-based dredging, it was not long after that horizontal integration enabled John Heaver to complement its equipment on land with a ‘menagerie’ fleet of sea-faring bucket sand or “sub-aqua” dredgers. Among those most well known comprised Debourne (104 tons),

Endsleigh (104 tons), Viodon (165 tons) and Roway (120 tons), capable of extracting sediment from shallow waters using a mechanical pulley. Echoing the company’s desire to sit at the technological frontier of their enterprise, however, these units were later sold off and replaced by the 1,600 ton suction powered Chichester Cross, Chichester City, Chichester Gem and Chichester Star emblems of industrial pride and prowess in Sussex. The so-called ‘Marine Division’ was but one of an assemblage of specialisms under the ever-growing umbrella of John Heaver Aggregates, which at one point was the largest employer in Chichester.

Legacy

In 1969 the Heaver family sold Chichester Dairies and John Heaver Ltd. As the family continue to live and work around Chichester their contributions have made a lasting impression on the community as a whole, including construction of Chichester Festival Theatre and Chichester Leisure Centre, as well as at its most local a brick making industry which has influenced the architectural landscape of Bosham and it’s surrounding hamlets, preserving a rural heritage even in contemporary residential schemes at Shopwhyke Lakes. Its gravel pits, too, once the lifeblood of its trade in aggregate, have since been converted into trout fishing and water skiing facilities that define the topography of Chichester. In the same vein, the Heaver family continue to contribute towards job creation and other community projects.

Transporting over 170,000 yards of ready mixed concrete per annum makes reliable vehicles—and reliable tyres—essential ...

say **JOHN HEAVER LTD** —that's why we rely on the **DUNLOP RK9**

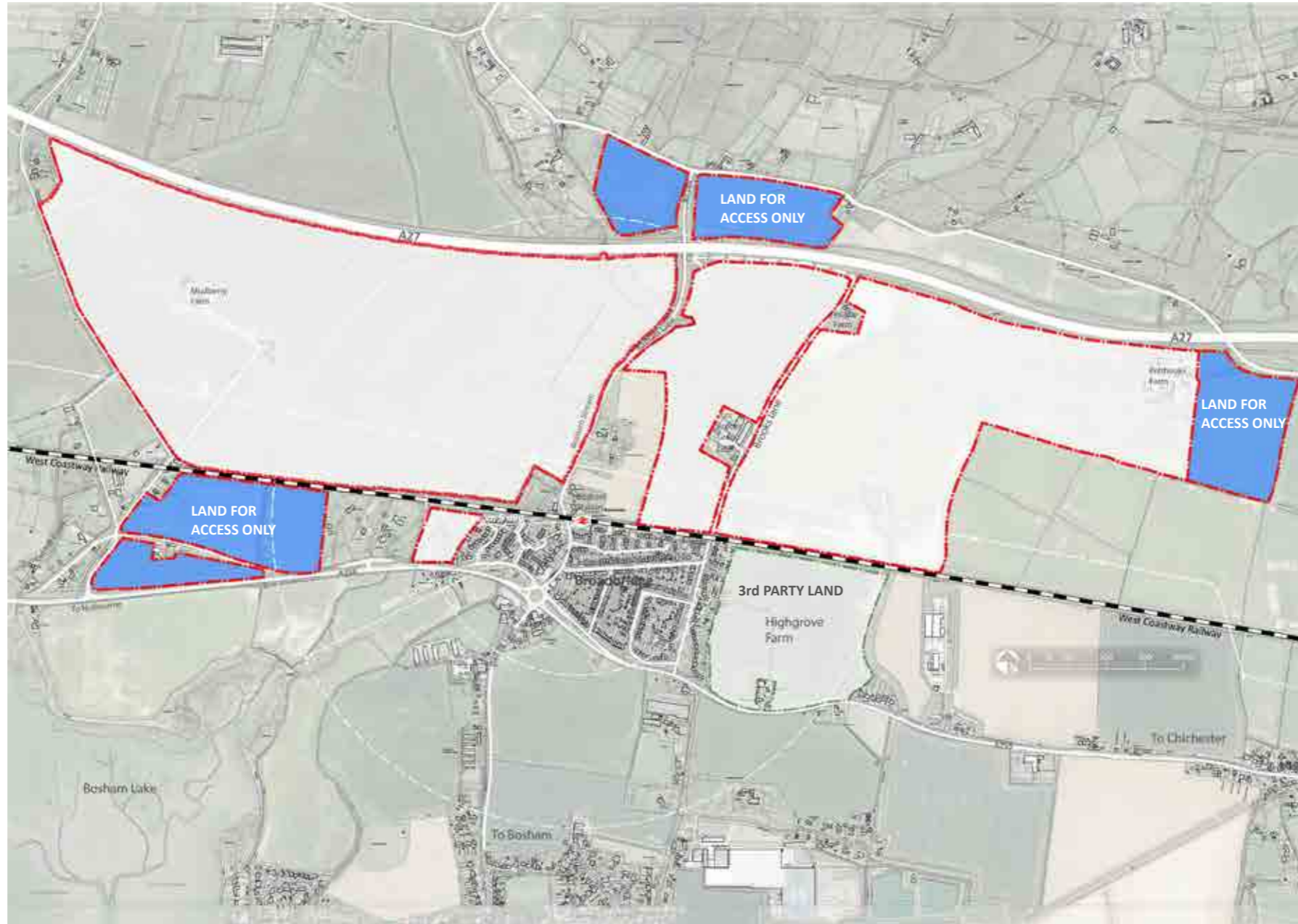
DUNLOP RK9—
 The most advanced in the world today for heavy-duty service. It's the only tyre that's built to last. It's the only tyre that's built to last. It's the only tyre that's built to last.

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Contributing to our home: The Village of Broadbridge

Over time, the history of the Heaver Family has become inseparable with Broadbridge and Bosham. As an ancestral home, the Heavers have contributed to it's flourishing economy and its distinguished identity; a relationship, and an indissoluble bond, that has been a great source of pride. In the same vein the Heaver Family's place is in West Sussex, and any impression upon the community is a mutual deliberation. Creating homes for locals, by locals, is a sustainable and responsible association.

As needs have changed and the availability of new homes has declined, the village settlement of "Broadbridge" proposes a solution to the Council's Long Term Growth Requirements. Across the totality of the Heaver Family's available land, we have promoted an area that we collectively consider to be appropriate for development: suitable in terms of its ecology, transport, access and connectivity; in its independence and self-sufficiency, landscape and infrastructural capabilities, and its appropriate place in relation to its neighbours. "Broadbridge" is also the culmination of iterations of design and placemaking, which is to be thought of as a conceptual underpinning that will be furthered by on going community consultation and collaborative practice with the Council. It is understood to be a 'live' plan that is organic, with a consciousness towards future residents' needs, existing residents' requirements, and the Council's strategy to deliver growth in a sustainable way.



4 | SITE CONTEXT

SITE LOCATION

Location

The Site is immediately north of the West Coastway Railway line at Broadbridge / Bosham Station straddling the Ratham Lane connection that crosses the A27 and offers access to West Ashling and the villages in the foothills of the Southdowns. After crossing the Railway line, Bosham is to the south along the B2146 (Delling Lane).

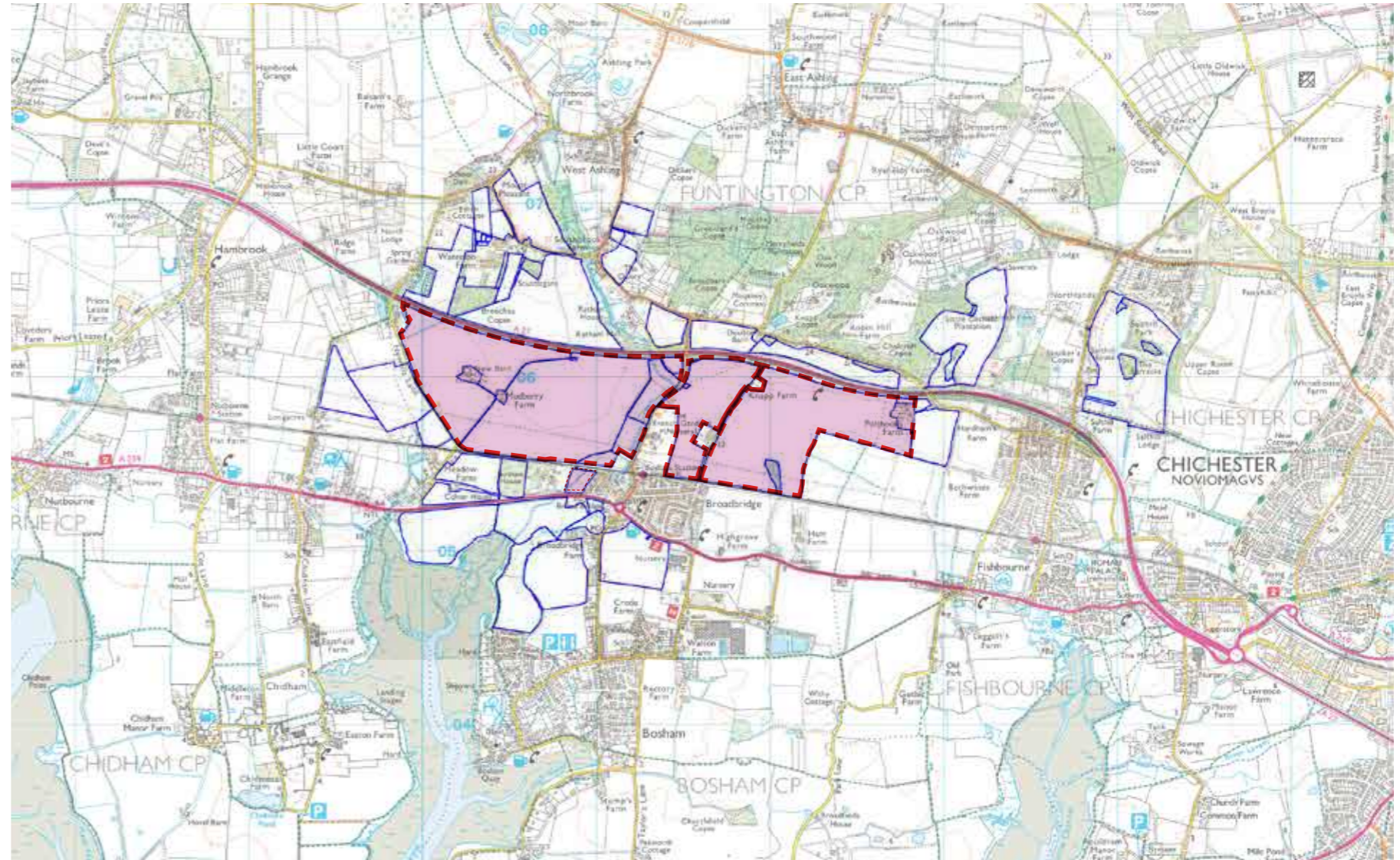
The A259 is the northern boundary of the Chichester Harbour Area of Outstanding Natural Beauty (AONB) offers access to Chichester and the towns and villages bordering the AONB as well as Havant to the West.

Chichester Harbour, dating back to Roman times is a historic location of archaeological interest but also as a tidal estuarine environment is of national and international importance for landscape and nature conservation and is a special place for wildlife. Chichester Harbour is a nature conservancy with many designations managed by the Chichester Harbour Conservancy - www.conservancy.co.uk. Chichester Harbour is also a leisure and recreation destination for all manner of on the water pursuits.

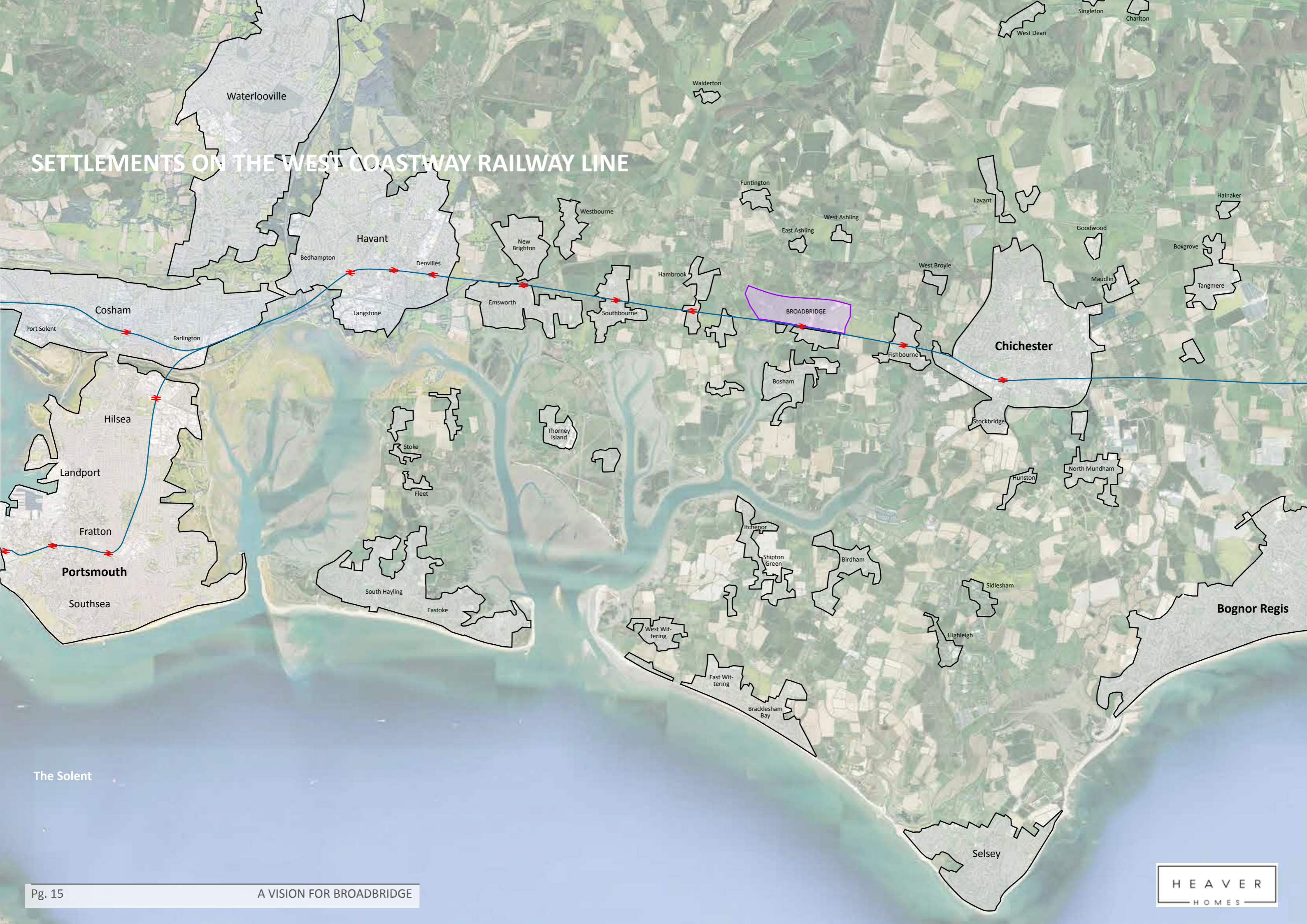
“The AONB is a popular destination for both land-based and water-based recreation, with the colour and movements of the boats framed by a network of attractive shoreline paths. It is estimated that visitor numbers exceed 1.5 million annually”. [Chichester Harbour AONB State of the AONB Report 2018 Prepared by LUC for Chichester Harbour Conservancy May 2018]

The centre of Chichester is under 15 minutes drive from the site on the A259 and 2 stops and 8 minute journey) on Southern Rail. To Portsmouth Gunwharf Quays is a 30-45minute journey by train or 30 by car. London is accessible direct from Bosham by existing rail linkages.

The blue lines on the plan adjacent, indicate the lands and fields under Heaver ownerships. The pink area and red dashed line is the proposed site for Broadbridge. This has been chosen for its proximity to Bosham Station, and location between the A27, West Coastway Rail line and the A259 placing it strategically in the middle of the Chichester Harbour AONB.



SETTLEMENTS ON THE WEST COASTWAY RAILWAY LINE



The Solent

4 | SITE CONTEXT

SITE ANALYSIS

The Site is bounded to the east by agricultural land to the west of Fishbourne, to the west by Newells Lane, and the southern boundary (as well as railway) adjoins the northern village boundary of North Bosham / Broadbridge. The Site is bisected by Ratham Lane (B2146), with Mudberry Farm and associated farm buildings located on the western parcel and various isolated farm buildings within the eastern part of the site.

The Site comprises a number of separate parcels of land that are contiguous with highway land. The Site is approximately 159 hectares in size and is located to the north of the village of Bosham and is predominantly Greenfield agricultural land with some irregular built form interspersed.

Existing Access

There are multiple existing vehicular access points into the Site, including those from

- Mudberry Lane;
- Newells Lane;
- Brooks Lane;
- Ratham Lane; and
- Clay Lane.

The access points mentioned above are all fit for their current purpose, but it is self-evident that a revised access and transport strategy will be required for any substantive form of development. This is taken forward through these representations and considered in more detail within the transport section and the masterplan.

There is currently no public access to the Site. However, Bridleway 3595 runs along the alignment of Brooks Lane – between two of the land parcels of the Site – between Broadbridge and the A27. The Bridleway starts at the end of Brooks Lane with a non-vehicular level crossing

of the West Coastway Railway Line before heading north-northeast along a farm track to the southern edge of the A27, at which point it has an east-west alignment along a farm track to Ratham Lane (B2146).

Bridleway 260 also lies close to the north-west corner of the Site, beyond Newells Lane and largely shielded in close proximity by existing intervening vegetation.



Pedestrian bridge at Bosham Station



The Cattle Arch Under the Railway line

Existing Uses and Form

Uses

The site includes an important power line which runs north but broadly parallel to the West Coastway railway line. The retained agricultural land is managed principally as arable land with some smaller areas of pasture.

The site does include two areas of built form, these being Mudberry Farm (to the west) and Polthooks Farm to the east. Mudberry Farm takes access from Mudberry Lane. Polthooks Farm (largely in employment use) takes access from Clay Lane.

The built form at Polthooks Farm is largely in employment use. This is managed under leasehold and has been locally identified as Polthooks Farm industrial estate for marketing purposes. This takes access from Clay Lane.

The Polthooks Farm industrial estate is comprised of the former farm buildings which are now in use to support a range of businesses. The site as a whole comprises of 16 units that provides circa 2000m² of floorspace as well as external storage. The vast majority of this is in current occupation (circa 1750m²) and is understood to support a range of formats that include 10 smaller units that vary from 12m² to 65m², to 3 larger units which vary from 269m² up to 670m².

Form

The Site occupies a relatively flat landform with very gentle fall from its northern boundary towards the south, with the highest point being c. 12m AOD and lowest point at c. 8m AOD. In the wider area, the topography continues to fall gently southwards towards the south coast. To the north, the landform starts to rise gradually towards the South Down National Park forming a series of undulating hilltops and slopes. To the west and east, topography is similar to that of the Site.

Bosham Stream and its tributary flow through the Site, to the west of the B2146. Some ditches and ponds are also present. Streams, ponds and ditches are frequently seen in the wider landscape.

Vegetation coverage on the east and west boundaries of the Site is very limited. Structural planting along the A27 is well-established, separating the Site from the wider landscape to the north. Planting along the southern boundary with the railway line is less dense. There are trees and hedgerows situated within the corridor of Bosham Stream and the B2146.

A very small copse lies within the eastern part of the Site, close to the southern boundary with the railway line. In the wider landscape to the north of the A27, there are a number of large-scale woodlands which are also interspersed by smaller woods or copse. To the south of the railway line, north of the A259, most fields are defined by well-established hedgerows (a number of which contain hedgerow trees), with an extensive wooded area surrounding the Hamblin Centre to the west of Broadbridge.

This is taken forward through these representations and considered in more detail within Section 4 and the BMD and Visual Appraisal enclosed at Appendix 2.

Area being promoted for development

The plan below identifies the extent of the land being identified for development, specifically referencing those areas (tinted blue) which are being utilised solely for access rather than built development. The northern boundary is largely consistent with the A27 and the southern boundary is largely consistent with the West Coastway railway line.

The access area close to Polthooks Farm is for a secondary access, and it is important to note that there is no requirement to redevelop or otherwise impact upon the employment uses being supported at Polthooks Farm Industrial Estate.

We would also note that the buildings at Mudberry Farm and Knapp Farm are retained in situ and thus those current uses (and the approved conversion of Mudberry Barn to residential) are not impeded.

The area to the north of the A27 is only required by consequence of the junction works sought to the A27. It will not comprise new build development, other than the junction works themselves and any associated engineering works and landscaping schemes. This is taken forward through these representations and considered in more detail within TPA Technical Note enclosed at Appendix 3.

Historic Context

The site as a whole has been in long-established agricultural use. The Heaver family has been in occupation in Bosham since the 18th century (originally as tenant farmers) and have owned Broadbridge Farm since 1860. The many regional businesses also established by the Heaver Family have reflected economic trends of the time but have consistently supported extensive local employment and economic benefits for the Chichester area as a whole and the Bosham area more particularly.

A detailed review of this historic background to the use of the subject land and other Heaver interests in the Chichester area has been undertaken and is included at Appendix 2. Such interests include the Heaver's entrance into the milk and dairy sector through the immense success of Chichester Dairies, in addition to regional manufacture of bricks, gravel and other aggregates.

Planning History

We are not aware of any planning history for the wider site in terms of comprehensive proposals in terms of Plan promotion or development management decisions. We have had regard to development management decisions which relate to the pockets of built form on the wider site as described below.

Polthooks Farm

Polthooks Farm has been subject of numerous planning applications from 1989 onwards to secure the change of use of redundant agricultural buildings to support employment uses. This has also included a number of applications to both reconfigure and extend the buildings to support more substantive and flexible employment space.

Mudberry Farm

We are not aware of any detailed planning history for the wider farm holding in terms of development management decisions. We of course recognise agreed applications which pertain to the existing buildings in this area, namely Mudberry Cottage, New Barn and Mudberry Barn. The following information is sourced from the Planning Representations Note enclosed at Appendix 4

Mudberry Cottage

There have been a number of applications in relation to the above property. These include a 1999 approval for a replacement of the former building, followed by applications for extensions and external works. The majority of these applications have been approved.

Mudberry Barn

Through reference to the planning file, there has been a Barn under leasehold to Heaver Farms Ltd by the freeholder since 1970. The barn was damaged by a fire in the late 1990s and then replaced circa 2001 without express consent.

This replacement barn has been subject of numerous applications for change of use to both B1 and residential uses. The landowner has latterly secured a prior approval consent (under Class Q) for its conversion to create two dwellings (18/02067/PA3Q).



Approaching Mudberry Farm House



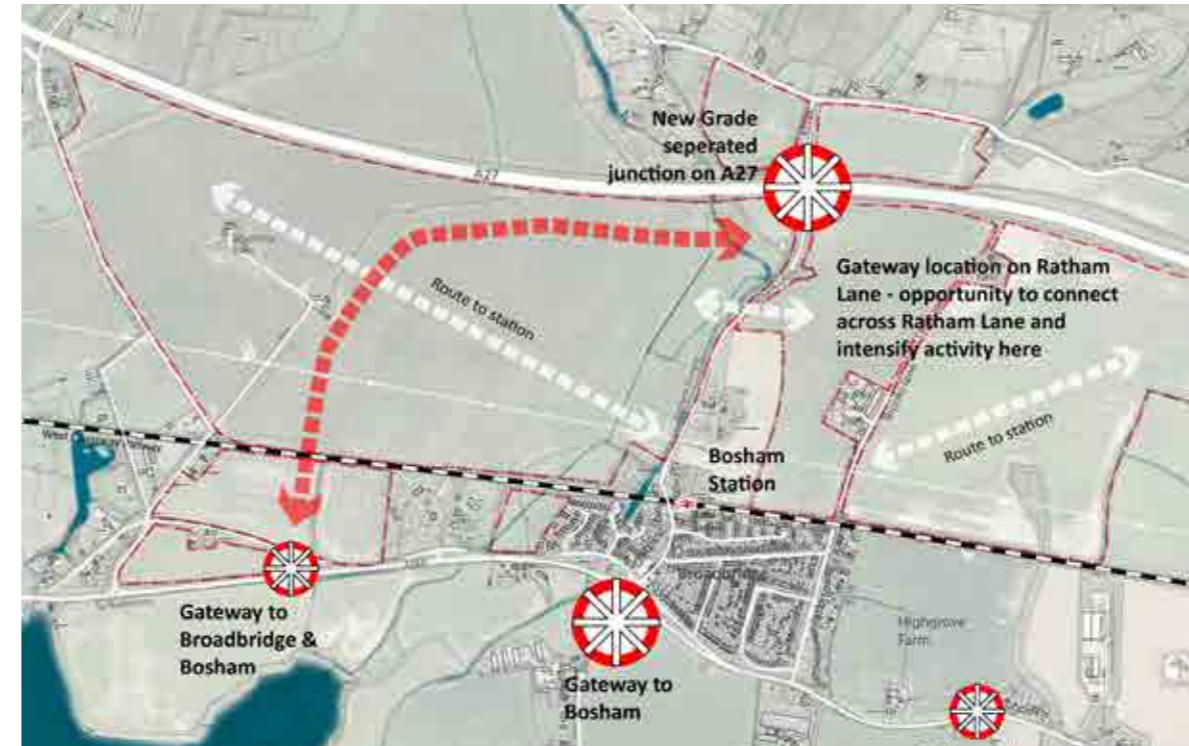
Looking South from around Mudberry Farm



Looking South from around Mudberry Farm

4 | SITE CONTEXT

SITE ANALYSIS



Views/Vistas

The Site has a rural character, with open fields relatively little topography, with localised berms and embankments. There are long views towards the South Down Hills from some locations on the site.

The West Coastway Railway forms a visual barrier on the western site where it is elevated. Native planting and hedgerows create seasonal visual barriers on field boundaries to the East and West.

Just to the south of the Site there are expansive vistas across Chichester Harbour AONB. There is a long view towards Chichester Cathedral from an elevated position on the very Eastern Site.

Access

The Site is currently agricultural fields accessible only by tracks. Bosham and Broadbridge have no connection to the A27.

There are bridges over the A27 at the North Eastern and North Western ends of the sites and Centrally at Ratham lane. These cross the West Coastway Railway at level crossing. There is therefore need for a new junction on the A27 and also for a safe grade separated crossing of the railway line.

These are opportunities to enhance the experience of accessing the Chichester Harbour Area of Outstanding Natural Beauty and the Historic Town of Bosham, this new road infrastructure will provide a new gateways to the area and should be designed with this in mind.



Noise/Edges

The A27 forms a barrier to the north of the site. The railway line is another strong barrier with only a few connections that are level crossings. There is a pedestrian bridge at Bosham Station and there is a cattle arch some 250m to the West of the Bosham Station Level crossing.

There is a culvert under the tracks in the same field for Bosham Stream. This is an opportunity for pedestrian connectivity to the South.

The A27 and the West Coastway Railway lines are sources of noise that would need to be mitigated for residential development to be viable.



Landscape Buffers

The floodplain of Bosham Stream as well as the environmental constraints that have been identified including habitats to be protected requires this area to be safeguarded from development and enhanced.

The perception of danger from the Electromagnetic field (EMF) of the high voltage (HV) powerlines creates an opportunity for green infrastructure and landscape connectivity across the sites.

There will be landscape buffering on all sides for noise mitigation and to maintain openness.

5 | LANDSCAPE AND VISUAL ASSESSMENT

A landscape and visual assessment has been carried out to understand, define and record the context, character, setting and sensitivity of the land at Mudberry Farm, Bosham (and that of the surrounding landscape) in order to consider the capacity for the Site to accommodate mixed use development.

To inform the LVA, an appraisal was carried out of: local planning policy and guidance; key characteristics of the Site from published landscape character assessments; and, likely views of potential development on the Site (including those from the South Downs National Park and Chichester Harbour AONB, which lie to the north and south of the Site respectively).

Following the baseline study and on consideration of findings, a series of design recommendations have been identified for mitigating any potential impacts on the landscape and views, should the Site be allocated for development. Landscape Character

The Site lies between the A27 and the West Coastway Line railway. The villages of Broadbridge, Nutbourne and Fishbourne lie to the south, south-west and south-east respectively, with sporadic areas of vegetation (dense in some areas) between the villages and to the north of the A259. There are open views south from the A259 toward the Chichester Harbour AONB however, the villages and intervening vegetation significantly limit visual interaction between the Site and the AONB.

The A27 corridor lies along the north boundary of the Site and is heavily vegetated on each side, largely screening views out to the South Downs to the north. The landscape beyond the A27 is scattered with woodland blocks, many of which

are ancient. Combined with the vegetation on the A27, these areas of woodland significantly limit views from the southern edge of the South Downs and prevent visual connections from the National Park to the Site and beyond to the Chichester Harbour AONB. The wooded landscape of the Downs in this area significantly limits any views from further into the National Park.

The Site lies within the National Character Area (NCA) of the South Coast Plain and County Character Area of the Southbourne Coastal Plain and is typical of some parts of the wider character area. The Site is open in character to the east and west, with the agrarian landscape contributing to the openness of the landscape in these directions however, built form, transport corridors and intervening vegetation to the north and south significantly limit this sense of openness as well as its contribution to the landscape to the north and south. The local sense of enclosure precludes any views of Chichester Cathedral.

The NCA states that this is an ‘urban landscape... dominated by suburban villages... fragmented by trunk roads and infrastructure’. This is the case in the vicinity of the Site, where the County Character Assessment also states that this part of the landscape lacks a ‘strong distinctive character’. There is a reduced sense of the comparatively ‘wild and tranquil character’ however, there are opportunities to integrate a significant degree of green infrastructure into development of the Site to reduce the influence of these transport corridors and mitigate suburban effects.



The NCA also states that ‘The Downs form a strong backdrop to the whole plain...’. This is not the case in this part of the landscape, where the backdrop provided by the Downs is significantly impeded by the effects of built form in the nearby villages and the extent of vegetation north of the A259 and A27.

There is currently no public access to the Site however, Bridleway 3595 runs along the alignment of Brooks Lane - between two land

parcels of the Site and could be integrated into development of the Site. There is also a second bridleway near to the west of the Site. These areas of connectivity provide opportunities to integrate a network of access routes into the masterplan for development of the Site and connect these to the wider landscape.



View 1: Mudberry Farm



View 2: From A259 towards Bosham



View 3: Polthooks Farm up to Clay Lane

5 | LANDSCAPE AND VISUAL ASSESSMENT

Bradley Murphy Design were appointed to carry out this high-level LVA to understand, define and record the context, character, setting and sensitivity of the land at Mudberry Farm, Bosham (and that of the surrounding landscape) in order to consider the capacity for the Site to accommodate mixed use development.

To inform the LVA, an appraisal was carried out of: local planning policy and guidance; key characteristics of the Site from published landscape character assessments; and, likely views of potential development on the Site (including those from the South Downs National Park and Chichester Harbour AONB, which lie to the north and south of the Site respectively).

Following the baseline study and on consideration of findings, a series of design recommendations have been identified for mitigating any potential impacts on the landscape and views, should the Site be allocated for development.

Landscape Character

The Site lies between the A27 and A259 and is bisected by the West Coastway Line railway. The villages of Broadbridge, Nutourne and Fishbourne lie to the south, south-west and south-east respectively, with sporadic areas of vegetation (dense in some areas) between the villages and to the north of the A259. There are open views south from the A259 toward the Chichester Harbour AONB however, the villages and intervening vegetation significantly limit visual interaction between the Site and the AONB.

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nearby villages and the extent of vegetation north of the A259 and A27.

There is currently no public access to the Site however, Bridleway 3595 runs along the alignment of Brooks Lane - between two land parcels of the Site and could be integrated into development of the Site. There is also a second bridleway near to the west of the Site. These areas of connectivity provide opportunities to integrate a network of access routes into the masterplan for development of the Site and connect these to the wider landscape.

Views of the Site

There are views over the Site from the following:

- Residential properties along the facing edges of nearby settlements;
- Bridleways that run adjacent to land parcels;
- West Coastway Line railway as it cuts through the Site;
- Local roads adjacent to the Site.

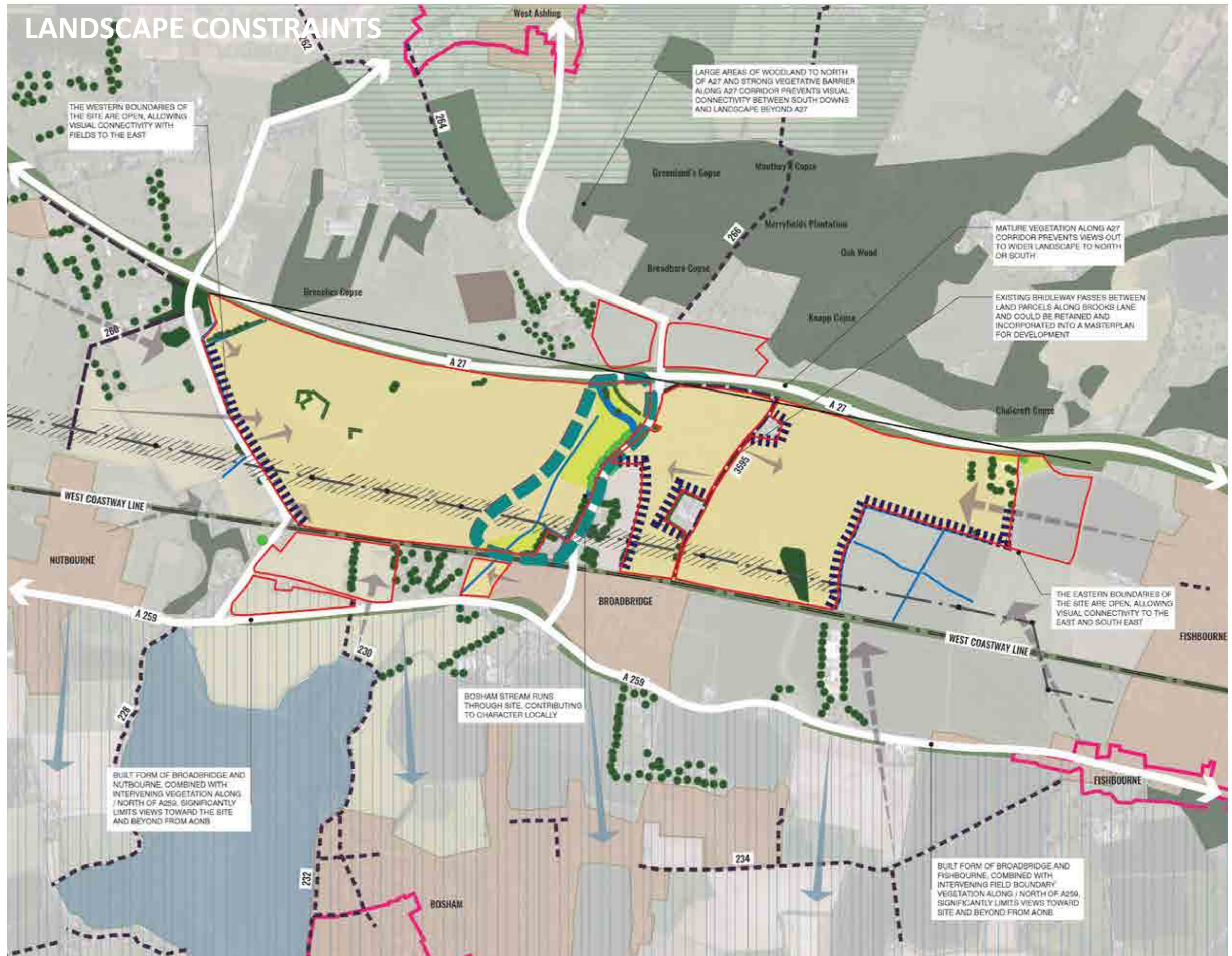
As expected, the greatest influence of development on the Site would be from the closest locations. These impacts would be localised, with many of these views already containing a number of detracting and urbanising elements and there are opportunities to minimise existing and potential future impacts as part of development to the Site.

There are very limited views out from the A27 road corridor, particularly in summer, with winter views heavily filtered by the extensive vegetation that flanks the road, limiting any views toward the South Downs or Chichester Harbour.



LANDSCAPE CONSTRAINTS

-  SITE BOUNDARY
-  OVERHEAD ELECTRICITY CABLES
-  CHICHESTER HARBOUR AONB
-  SOUTH DOWNS NATIONAL PARK
-  SPECIAL PROTECTION AREA / SPECIAL AREA OF CONSERVATION
-  EXISTING WOODLAND INCLUDING ANCIENT WOODLAND
-  SCHEDULED MONUMENT
-  CONSERVATION AREA
-  MAIN SETTLEMENT
-  EXISTING ARABLE FIELDS
-  EXISTING PASTURE FIELDS
-  EXISTING WATER COURSES
-  EXISTING VEGETATION
-  IMPORTANT TREES TO BE RETAINED
-  EXISTING PUBLIC BRIDLEWAY
-  EXISTING PUBLIC FOOTPATH
-  SENSITIVE EDGE (LIMITED EXISTING VEGETATION)
-  OPEN VIEWS TOWARD THE SITE
-  FILTERED VIEWS TOWARD THE SITE
-  OPEN VIEWS OF AONB



5 | LANDSCAPE AND VISUAL ASSESSMENT

The landscape that is situated between the edge of South Downs National Park and the Site is fragmented by local roads and the A27, alongside a large number of scattered farmsteads and hamlets. In addition, this piece of landscape is also covered substantially by woodland including both ancient woodland and new plantation. Therefore, there are no important, valuable or sensitive views toward the Site from the South Downs National Park, including those on the nearest edge facing the Site.

The Chichester Harbour AONB lies to the south of the Site, and locally it aligns with the road corridor of the A259. Whilst there are a number of open views from the A259 across the AONB (including long stretches with no intervening landscape features or built form), views from the A259 towards the Site are filtered or screened by roadside vegetation to the north of the A259 and built form of existing settlements. Views of the Site become a little clearer, in particular the western part of the Site, when a very small section of the AONB boundary follows the curved Cutmill road to the west of Broadbridge. However, these views remain filtered by intervening vegetation along the railway line and on the boundary of adjacent fields.

In the local context, there is no visual connectivity between the South Downs National Park and the AONB and the South Downs is not considered to form the backdrop of views in this part of the coastal plain, in particular from Chichester Harbour AONB. There is also frequent disruption from a number of urbanising elements. Whilst there are views of the Site (and there is potential for views of development on the Site) from the AONB, these are heavily filtered and lie beyond the boundary of other intervening settlement, so are not considered to form part of its setting.

The Fishbourne Conservation Area lies approximately 700m to the south-east of the Site, to the southern edge of the village. There is the potential for distant views of development on the Site from this Conservation Area but this influence is considered to be negligible. It is considered that there would be no influence on other Conservation Areas.

Assessment of Landscape and Visual Capacity

An Landscape Capacity Study of the AONB and adjacent areas was carried out by HDA, on behalf of Chichester District Council, in 2009 and updated in 2011. The methodology used as the basis for this assessment was superseded by the requirements of the Guidelines for Landscape and Visual Impacts Assessment (Third Edition) published by the LI and IEMA in 2013 (GLVIA3). These current guidelines put greater emphasis on professional judgement, with the assessment of landscape and visual Sensitivity being derived from a combination of their relative Value and their Susceptibility to a specific form of development.

As a result, BMD has carried out an assessment of the landscape and visual sensitivities of the Site and study area, based on the current guidelines – with the objective of identifying the capacity of the Site and its surrounding context to accommodate mixed use development.

The assessment concluded that the landscape of the Site and local character area is of Medium sensitivity at most to mixed use development of the Site (largely residential). The extent of containment, particularly to the north and south, limits the potential for development of the Site to interact with the surrounding landscape. As reflected in published county and national character assessments, existing



settlements provide an urbanising influence on the character of the landscape and this is also reflected by the settlements in the vicinity of the Site. Combined with reduced levels of tranquillity as a result of the transport corridors of the A27 and railway in particular, this part of the landscape has a Medium to High capacity to accommodate development.

7.1.20 In visual terms, the value of views is varied however, their sensitivity is also considered to be Medium at most, aside from residential receptors facing the Site. As for the landscape, the degree of containment limits the potential for views of development on the Site, including those from the Chichester Harbour AONB and South Downs National Park. Overall, in visual terms the Site is considered to have a Medium to High capacity to accommodate development.

Design Recommendations

The landscape attributes within the Site and study area present a range of constraints and opportunities to maximise the quality of any development proposals. These arise from consideration of existing features, the landscape / visual context and requirements of planning policy. Section 6 of the LVA provides several design recommendations that would enhance development of the Site and reduce its potential impact on the surrounding landscape and visual resource, further enhancing its capacity to accommodate development. These recommendations are summarised as follows:

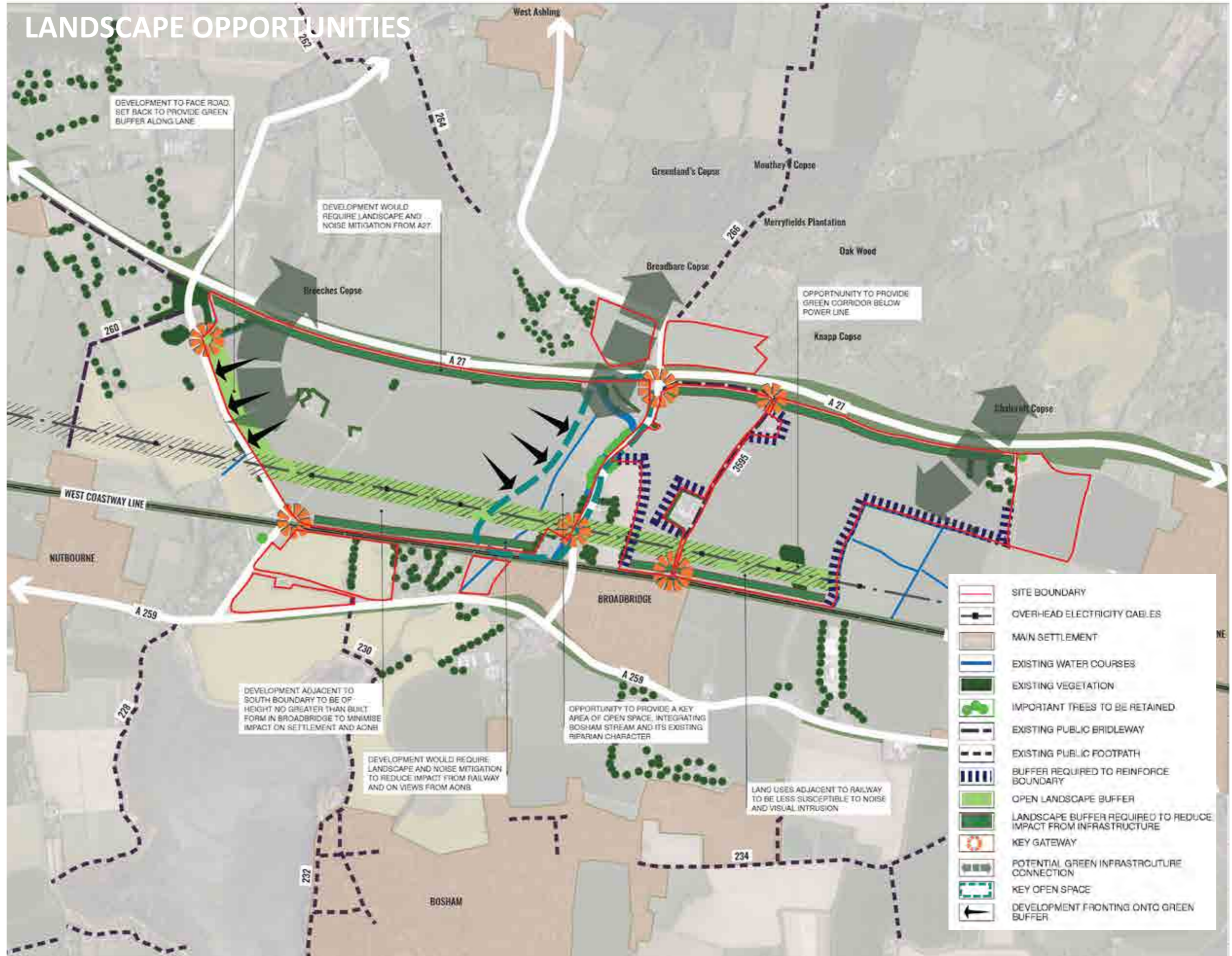
- Retain all existing mature trees and hedgerow and supplement with additional planting, particularly around boundaries of the Site to enhance visual containment;

- Provide a well-connected, multi-functional green infrastructure network, improving connectivity in terms of access, amenity and biodiversity (providing a diverse mosaic of habitats), whilst integrating drainage requirements;
- Use of native woodland, species-rich hedgerows and grassland with wildflower and enhanced aquatic / marginal planting to maximise ecological value;
- Provide a buffer along Bosham Stream corridor, utilising associated flood zone to create a key area of public open space;
- Pull built form away from boundaries where possible to provide suitable landscape buffer (integrating noise mitigation where required);
- Location of large-scale built form away from boundaries to minimise influence on surrounding landscape and settlements;

LANDSCAPE OPPORTUNITIES

- Design to respect local character and vernacular in terms of layout, scale, density, massing and materiality;
- Minimise lighting where possible and design to reduce light spill, ensuring no increased impacts on dark skies of South Downs National Park or Chichester Harbour AONB.

With sensitive design and masterplanning of this Site, it is considered that the Site and its surrounding context has the capacity to accommodate a predominantly residential mixed use development, in compliance with national and local planning policies and guidance, including the requirements outlined in the respective Management Plans of the South Downs National Park and Chichester Harbour AONB.



6 | ECOLOGY

The Site

The site comprises a series of arable fields and associated drains and margins, situated to the north of the Broadbridge, Chichester. Other habitats present within the site include a central watercourse, scattered trees, occasional hedgerows, ponds and a small block of woodland. A single farmhouse building is also present within the northern-eastern portion of the site.

Present Context

The Site is bound to the north by the A27 with further arable land and extensive blocks of woodland beyond, to the east by further arable fields and Fishbourne, to the south by a railway, the village of Broadbridge and Bosham beyond and to the west by further arable and grazing fields.

A review of readily available aerial imagery indicates that there has been little change in the landscape character in the last twenty years with the Site itself under arable management for the duration.

Ecological opportunities

Developing the Site offers the following opportunities for biodiversity net gain and supporting local policy based on the current indicative masterplan for the Site:

- Retention and buffering of Bosham stream with bespoke management of the riparian corridor and reduction of arable farming in close proximity.
- Retention and enhancement of existing woodland, hedgerow and tree features within the Site.
- Retention and enhancement of drain features.
- Creation of linear habitat corridors as part of the wider green infrastructure corridor



in area of former arable land, improving ecological connectivity and increasing species diversity.

- Increasing number of ponds and wetland areas in an area devoid of such features through habitat creation works and also use of SUDS.
- Targeted species enhancements that could include
- Bats; Bat friendly planting in soft landscape areas, bat box installation, integration of bat roosting features into buildings, new hedges and linear tree planting.
- Birds; Boxes/integrated nesting features for key species.
- Invertebrates; Micro-topographical features within landscape areas, log piles and vegetation heaps in retained and created habitat areas, integrated features such as bug boxes.
- Amphibians and reptiles; Purpose built habitat piles and hibernacula near to retained and created ponds, new pond features, log and stone piles, etc.
- Use of further mitigation packages (e.g. off-site land or financial contributions) as required to reduce impacts on adjacent sensitive sites.

Natural England Land Quality Assessment

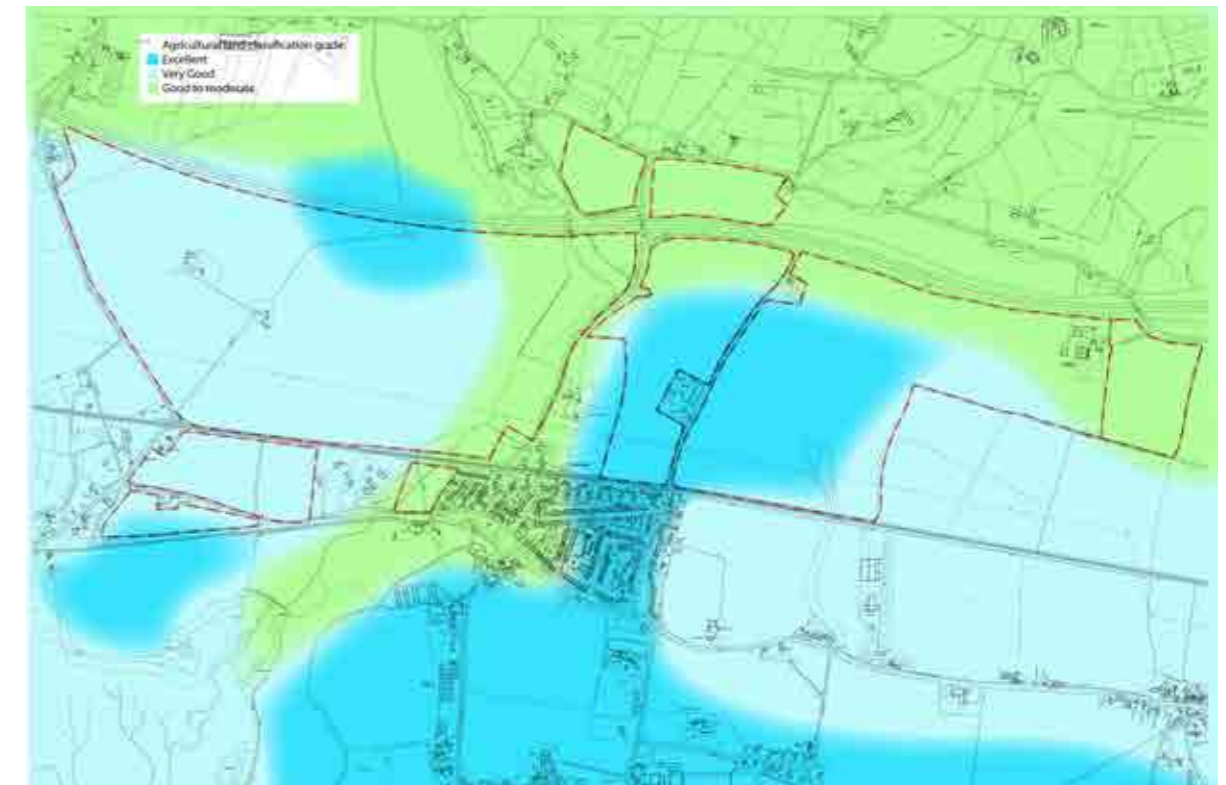
The Study Area is located to the north of Broadbridge, near Bosham, West Sussex. It is bordered by the A27 to the north and by the West Coastway Line (Brighton to Southampton) and Bosham Station to the south. The Study Area is divided into two parts located to the east and west of Bosham Stream and Ratham Lane (B2146). The Study Area is located at British National Grid (BNG) reference SP 9283 9204. The boundary of the Study Area is shown on Appendix 1.

From published information on climate geology and soil above, it is predicted that the quality of agricultural land within the Study Area is a mixture of Grade 2 (very good quality) and Subgrade 3a (good quality) due to soil droughtiness during the growing season (January to June) and / or by soil wetness during the autumn and winter months. It is likely that wet ground flanking the Bosham Stream will be limited by soil wetness and / or flood risk to Subgrade 3b (moderate quality) or Grade 4 (poor quality).

As shown on map given as Appendix 5, MAFF has not carried out a detailed (Post 1988) ALC survey of agricultural land within the Study Area but has carried out Post 1998 ALC surveys at Highgrove Farm, Broadbridge (see Appendix 6) and at Bethwines Farm, Fishbourne (see Appendix 7). The MAFF Post 1988 ALC information in the Broadbridge area substantiates the prediction made in this desktop study, i.e. that the quality of agricultural land within the Study Area is likely to be a mixture of Grade 2 and Subgrade 3a. Wetter ground flanking the Bosham Stream is likely to be of Subgrade 3b quality or below.

From MAFF Provisional (Pre 1988) ALC information in Table 4.1, Chichester District is well supplied with high quality agricultural land, with high proportions in Grade 1 and Grade 2. As shown on the Pre 1988 ALC map given as Appendix 4, the West Sussex Coastal Plain to the south of Broadbridge has a high proportion of Grade 1 and Grade 2. Therefore, the occurrence of some high-quality agricultural land within the Study Area to be expected, as Grade 1 and Grade 2 agricultural land is widespread around Broadbridge. The occurrence of some Grade 3 within the Study Area represents some of the lowest quality agricultural land in the area.

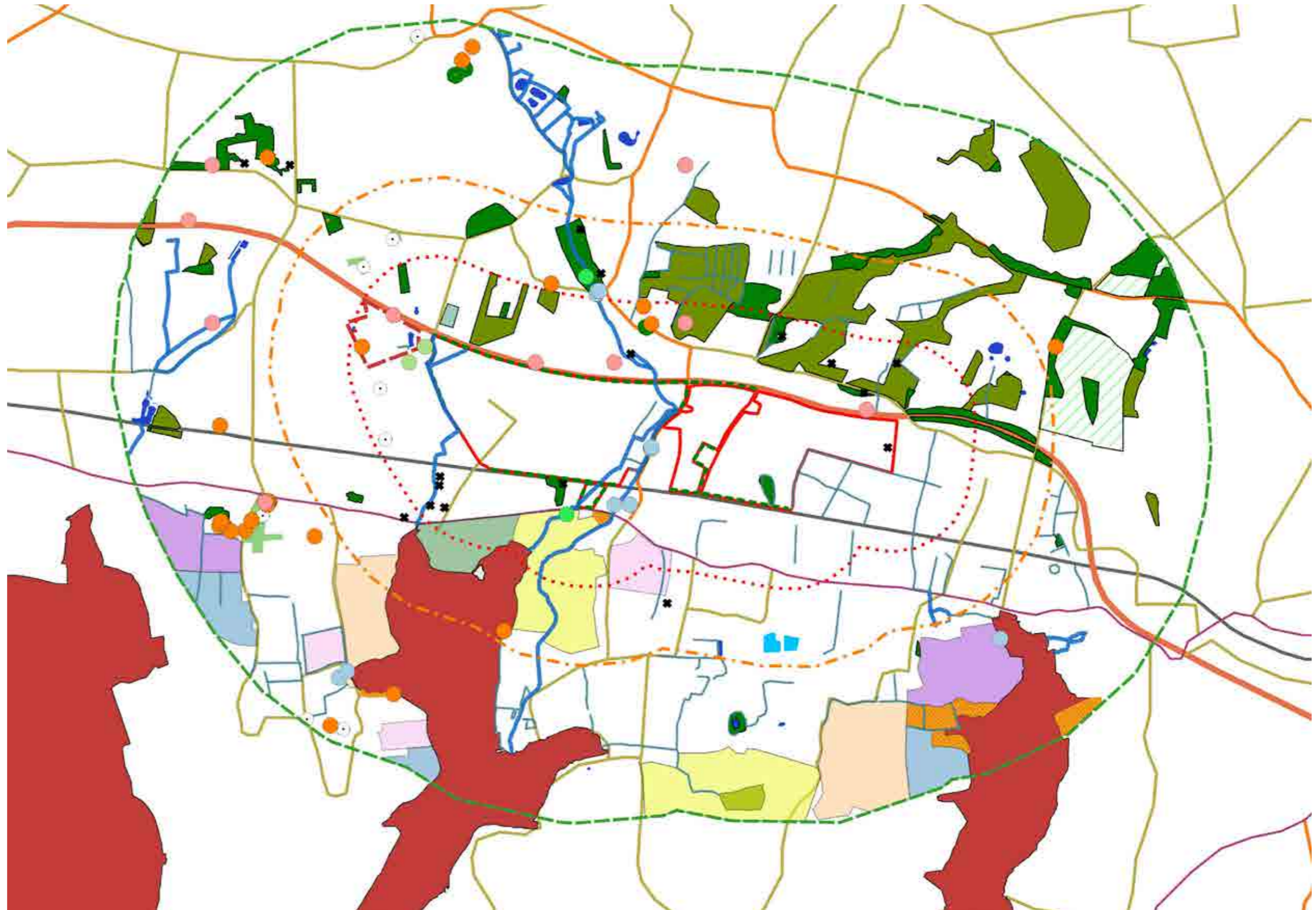
Therefore, the development of agricultural land within Study Area to the north of Broadbridge, West Sussex, would not significantly harm national agricultural interests in terms of paragraph 170 of the National Planning Policy Framework (NPPF) (2018) or adopted Chichester Local Plan Policy 48, or Chichester Local Plan Review (2035) Policy S28. The high likelihood of Grade 3 agricultural land within the Study Area represents some of the lowest quality agricultural land in the Broadbridge/Bosham area. In this regard, the Study Area would be suitable for allocating as a site for residential development in the Chichester Local Plan.



ECOLOGICAL ASSESSMENT MAP

LEGEND

- | | | | |
|--|-------------------------------------|--|-------------------------------------|
| | ANCIENT WOODLAND | | TRADITIONAL ORCHARDS |
| | DECIDUOUS WOODLAND | | BRENT GEESE: SECONDARY SUPPORT AREA |
| | WOOD-PASTURE & PARKLAND | | LOW USE AREA |
| | TRADITIONAL ORCHARD | | CORE AREA |
| | COASTAL & FLOOD-PLAIN GRAZING MARSH | | CANDIDATE AREA |
| | STANDING WATER | | SPA SITE |
| | RESERVOIR | | SITE BOUNDARY |
| | WATERCRESS BEDS | | HEDGEROW |
| | STATUTORY SITE | | CHALK STREAM |
| | NON-STATUTORY SITE | | WATERCOURSE/DRAIN |
| | BARN OWL | | A-ROAD |
| | EUROPEAN WATER VOLE | | MINOR ROAD |
| | GREAT CRESTED NEWT | | RAILWAY LINE |
| | BATS | | PRIMARY ROAD |
| | BULLHEAD | | 500 M BUFFER |
| | POND | | 1 KM BUFFER |
| | VETERAN TREE | | 2 KM BUFFER |



7 | UTILITIES, GROUND CONDITIONS AND DRAINAGE

Ground Conditions

British Geological Survey mapping and nearby boreholes indicate topsoil / made ground of 0.6m deep, overlying the superficial geology composed of River Terrace Deposits (Sand, Silt and Clay).

The Superficial deposits are in turn overlying the bedrock geology which vary along the site extents: London Clay Formation (Clay, Silt and Sand) proven to 7.7 m below ground level (according to borehole investigation taken centrally within the site) taking up the southern half of the site; Lambeth Group (Clay, Silt and Sand) found in the northern portion proven to 12.3m below ground level (according to borehole investigation taken centrally along northern perimeter).

Available boreholes indicate a shallow water table at 1.2m deep that may impact foundation design and all other earthworks activities.

Environmental Considerations

UK Radon mapping indicates the site has a 1-5% risk of radon so any new construction may require basic protective measures to be provided such as a lapped and sealed DPM.

Foul Drainage

Southern Water record mapping confirms that there is foul drainage locally available to a development of the site. Record drawings identify potential foul sewer connections points along the existing foul sewer which runs along Ratham Lane to the east of the site. We are not aware of any capacity issues in the local network that would prevent the proposed development discharging into it, however confirmation of this will be subject to a pre-development inquiry followed by S106 agreement with Southern Water.

Surface Water

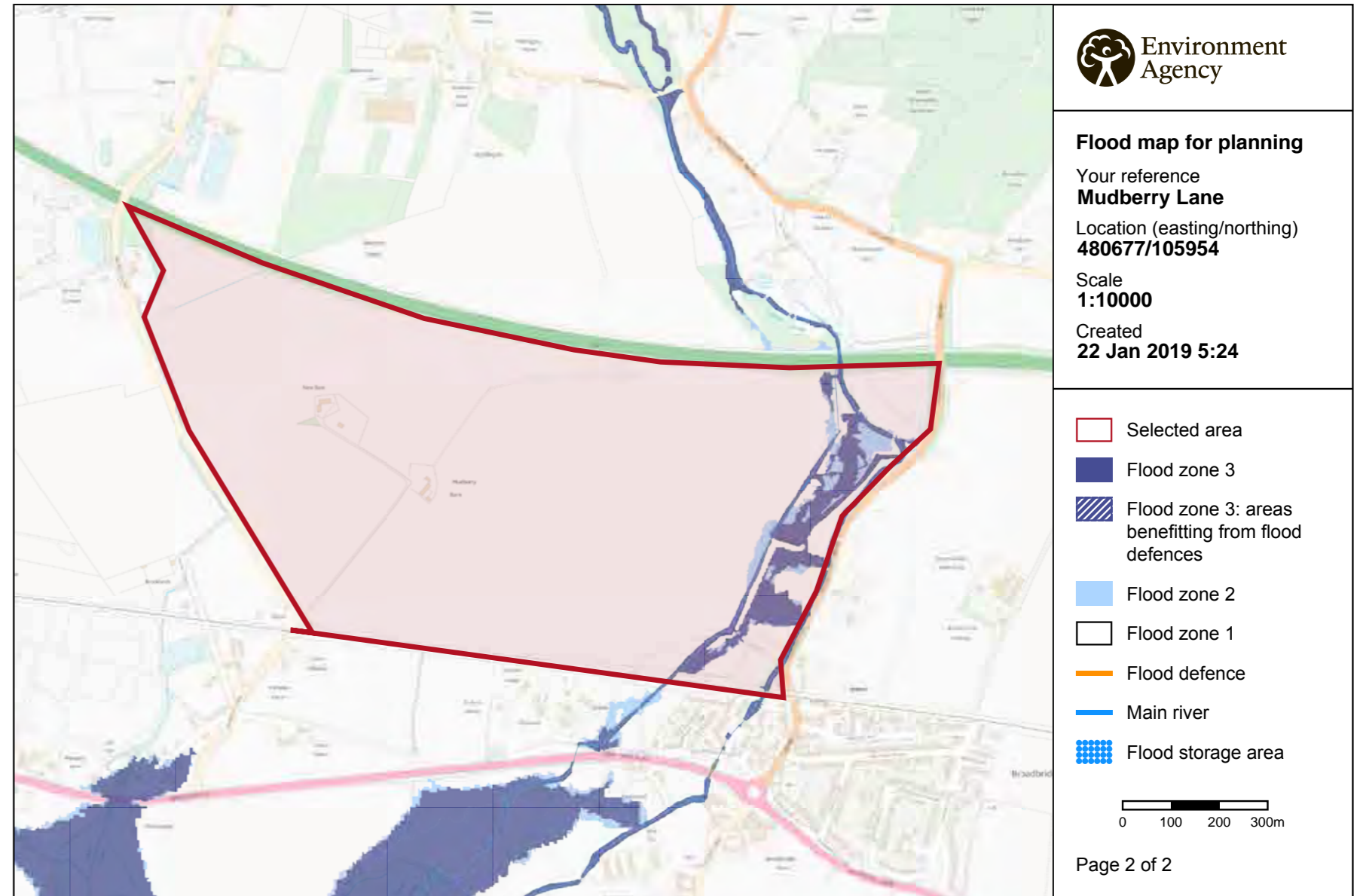
According to the Southern Water asset record, there are no public surface water/combined sewers within the vicinity of the site. Surface water discharge should be managed in accordance with the hierarchy as outlined in Part H of the Building Regulations. Soakage testing should be carried out in order to determine the suitability of infiltration as a method by which to discharge surface water.

The development should include a full SUDS based drainage system with appropriate permeable paving, ponds, on-site attenuation and treatment trains to limit discharge rates to greenfield runoff and maintain water quality. Drainage design would be in accordance with current best practice and local LLFA requirements. A preliminary drainage design strategy will be submitted at planning stage. Please refer to the attached record plans.

Flooding

EA flood mapping identifies portions of the site to be encompassed within Flood Zones 1, 2 & 3. Any planning application would be supported by an appropriate Flood Risk Assessment report confirming that all built form and estate roads remain within areas at low risk of flooding, or that extents of potential flooding in mitigated as much as practicable. Potential sources of flooding identified by the EA are:

- Flooding from rivers and seas: the site falls mostly within a no risk zone however a sizeable portion of the site along the eastern perimeter is situated in a medium to high risk zone.
- Flooding from surface water: The site falls mostly within a no risk zone however a sizeable portion of the site along the eastern perimeter is situated in a medium to high risk zone.
- Flooding from reservoirs canals and other artificial sources: There is no flood risk from reservoirs identified by available EA models within the site extents. Please refer to the attached EA record mapping for flood risk for further detail.



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Electricity

Scottish and Southern Electricity record plans depict multiple networks of high and low voltage within the vicinity of the site. Most notable are the high voltage underground cables partially spanning the length of Mudberry Lane within the site and running into a small substation by an existing farm building; the remaining span of the road is then taken up by low voltage underground cables.

Overhead 132kV cables run across the entire plot entering midway along Newells Lane and leaving the site extents along Ratham Lane adjacent to Willowfield Farm. Please refer to the attached record drawing.

Gas

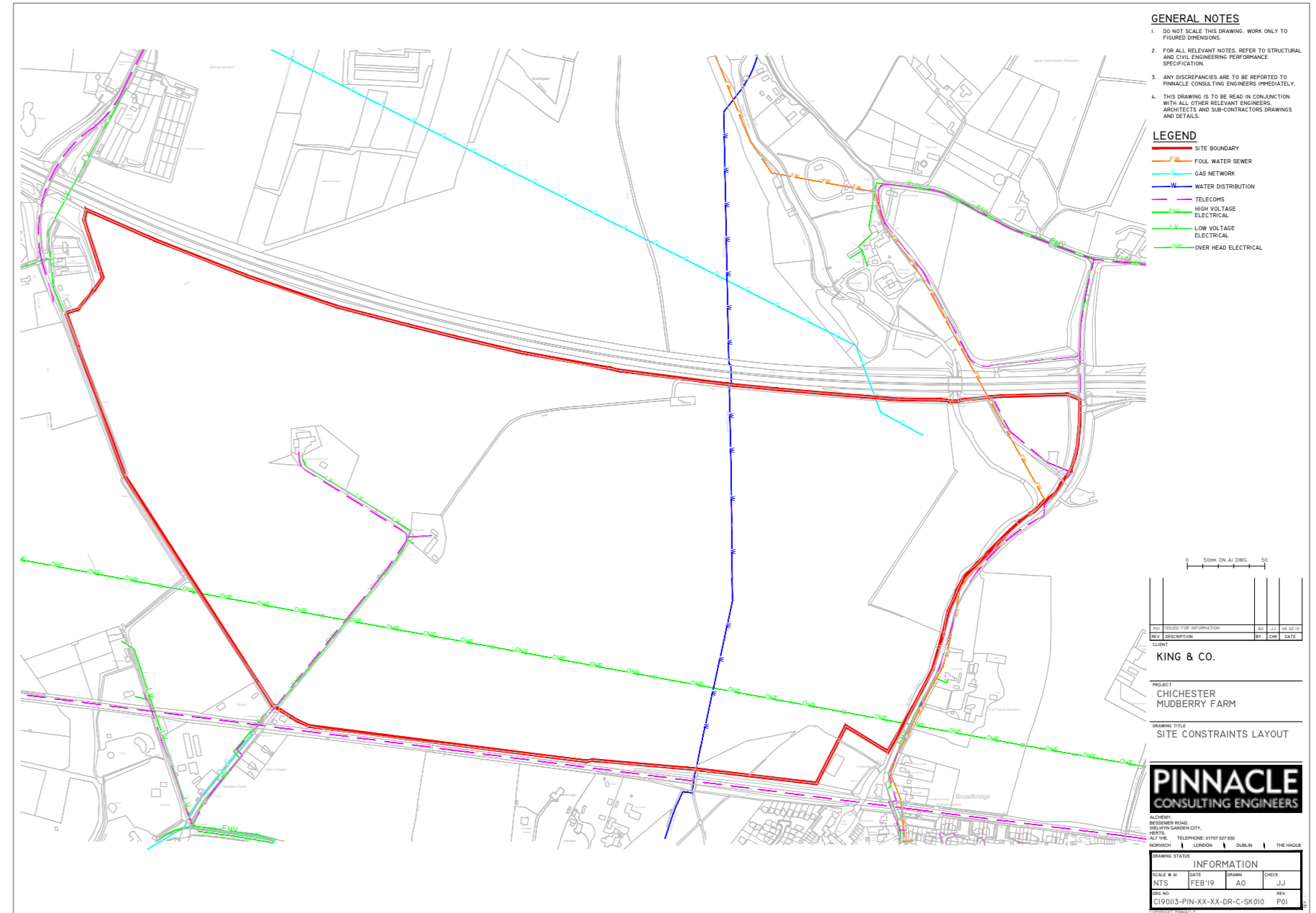
An assessment carried out with respect to services provided by Scotia Gas Network Limited within the vicinity of the development site indicates that there is a potential medium-pressure gas main beyond the southeast corner of the site along Newells Lane. A second medium-pressure gas pipeline can be identified beyond the eastern extents of the site, roughly following Ratham Lane. A third high pressure pipeline can also be identified within the development site, crossing at its northeast corner; provisions will need to be made to minimise risk of rupturing the pipeline during earthworks activities.

Water

Portsmouth Water Asset plans identified an existing water supply network that crosses through the western proportions of the proposed site.

Telecoms

Record drawings provided by Openreach show apparatus running alongside the eastern perimeter of the site by Ratham Lane, another network is identified running along the entire span of Mudberry Lane and a third potential connection is shown running into the site extents at its north eastern corner.



8 | PLANNING CONTEXT

Principle of Use

The site is in the countryside and its allocation for this type of development would be justified where it was necessary to meet objectively assessed needs over the Plan period. We are not seeking to argue at this point that the site should be given a full allocation in this Local Plan Review, unless it became clear that housing requirements had been under-estimated or that the deliverability of other sites became unclear. The Local Plan Review does clearly state however that there is a Plan-led ambition to identify an opportunity for a strategic parcel of land and moots that this could perhaps be a new settlement. In that vein, the site represents a very strong fit and thus the principle of the use in such a location is appropriate in those terms.

Quantum and Mix of Development

The development will create circa 3000 family homes, including Plan compliant levels of affordable housing and a development mix broadly consistent with the advice of the SHMA. The Local Plan Review does propose a number of measures and strategic allocations to contribute towards increased housing requirements. The largest of these (numerically) is Land West of Chichester which is planned to deliver 1600 homes amongst other uses.

The Local Plan Review expressly sets out an ambition to identify opportunities for a considerably more strategic development (minimum 2000 homes) to meet Longer Term Growth Requirements. It then goes on to give broad advice in terms of key considerations and objectives. Through reference to this it is clear that development which can be capable of meeting its own infrastructure requirements and with strong links to the transport network will be preferred. In this vein, and with reference to those timescales, this proposal represents a very strong fit.

Countryside- Sensitivity and Capacity for Change BMD have acted for the Promoter to undertake a revised analysis based upon a methodology which follows current industry practice. The following information is sourced from the Landscape and Visual Appraisal enclosed at **Appendix 2.**

It is concluded that:
“...the landscape of the Site and local character area is of Medium sensitivity at most to mixed use development of the Site. The extent of containment, particularly to the north and south, limits the potential for development of the Site to interact with the surrounding landscape. As reflected in published county and national character assessments, existing settlements provide an urbanising influence on the character of the landscape and this is also reflected by the settlements in the vicinity of the Site. Combined with reduced levels of tranquillity as a result of the transport corridors of the A27 and railway in particular, this part of the landscape has a Medium to High capacity to accommodate development.

In visual terms, the value of views is varied however, their sensitivity is also considered to be Medium at most, aside from residential receptors facing the Site. As for the landscape, the degree of containment limits the potential for views of development on the Site, including those from the Chichester Harbour AONB and South Downs National Park. Overall, in visual terms the Site is considered to have a Medium to High capacity to accommodate development.”

Landscape-Led Approach

BMD do make a series of design recommendations to further mitigate the potential for harm, thereby reducing sensitivity and increasing residual capacity for change. It is confirmed that these recommendations are accepted and will inform the Design Code which will be developed in due course.

BMD then conclude to state:
“With sensitive design and masterplanning of this Site, it is considered that the Site and its surrounding context has the capacity to accommodate a predominantly residential mixed use development, in compliance with national and local planning policies and guidance, including the requirements outlined in the respective Management Plans of the South Downs National Park and Chichester Harbour AONB.”

Transport

The submitted transport note considers the existing situation and concludes that the site is reasonably accessible with proximity to bus services and a train station. It also considers the range of facilities and services available within Bosham which is reasonable. The Transport Technical Note is enclosed at Appendix 3. The Note does provide an analysis of trip generation and distribution and concludes that the impacts of same will not be materially adverse to the operation of the local highway network.



Flood Risk

The site is located largely within Flood Zone 1 and therefore those areas represent very low flood risk. Areas of higher flood risk (flood zones 2 and 3) are present in limited parts of the site, but the promoter is content to agree that no residential or any other built development would be promoted in those areas. The promoter is aware of commentary in terms of foul and surface water drainage issues in the local area. The promoter recognises this and will ensure that the scheme does provide an appropriate solution in terms of surface water and foul water drainage so that sufficient capacity is provided. Neither flood risk nor drainage will represent a residual development constraint. The Engineering Technical Note is enclosed at **Appendix 5**.

Ecology

The Site itself does not lie within any statutory designated sites of nature conservation importance. The Site does lie within the Impact Risk Zone (IRZ) of Chichester Harbour SSSI and Kingley Vale SSSI, and the scale of development would necessitate that the potential effects of the scheme upon those assets should be tested. The Ecology Technical Note is enclosed at **Appendix 6**.

There are no Priority Habitats upon the Site, save for deciduous woodland on the south-eastern boundary. This would be retained in situ so no adverse impact would arise. There is an historic reference to Protected Species on the subject site comprised of great crested newt on a site pond (from 2009). This will be assessed further in due course, but in any event there are no proposals to impact upon existing ponds and indeed there is a design preference to increase green infrastructure which secures the opportunity to deliver net measurable benefit in

accord with express policy guidance.

It is also noted that the site is located within the buffer zone for the coastal SPA and by consequence there is a requirement to deliver mitigation (to offset loss of habitat to breeding birds) by way of replacement habitat or through financial contributions. The Promoter notes this and confirms that their preference would be to mitigate on-site as necessary or failing that to do so through the contributions route. In either scenario, mitigation is provided and this does not impede a future allocation.

Agricultural Land

The promoter has secured feasibility advice from Tim O'Hare Associates, which includes desktop analysis. The Agricultural Land Technical Note is enclosed at Appendix 7. The report notes that the site does include BMV land but nevertheless this is typical for the vast majority of land in Chichester. We would also note that there are a number of other sites identified in the Local Plan Review which also include areas of BMV land. The O'Hare report also notes that the site is likely to include areas of poorer quality soil and that its loss would not represent a degree of loss of agricultural land that would present any material impediment to the site's future allocation.

Arboriculture

The promoter has secured feasibility advice which includes desktop analysis. The Arboriculture Technical Note is enclosed at Appendix 8. The site is a relatively open area of land that contains a mixture of indigenous and boundary planting. It is understood that there is one protected tree within the site (this being an ash tree located just north-east of Polthooks Farm close to the A27 and the junction with Clay Lane. Whilst there may be some clearance of poorer quality trees and hedging, this will

be limited in scale and the intention is to provide a much more substantial and diverse landscape approach including specimen trees. It is confirmed that this protected tree will be retained in-situ and works within the root protection area will be avoided. In summary, arboricultural considerations are not felt to present any material impediment to the site's future allocation.

Ground Conditions

The promoter has secured feasibility advice in respect of land contamination and other matters pertaining to adverse ground conditions. The Engineering Technical Note is enclosed at Appendix 5. Subject to additional surveys, there may be a requirement for mitigation but the promoter is confident that the site will be suitable for residential use in due course. To that extent, there is no further substantive requirement for mitigation and the scheme should be acceptable in these terms.

Heritage

The application site is not within a Conservation Area and there are no other designated or non-designated heritage assets within the site. There appear to be no effects on any heritage assets (designated or otherwise) that would approach the threshold of substantial adverse. As such, there is no conflict with relevant Development Plan policy requirements in relation to the preservation of heritage assets.

Impacts on Existing Uses

These representations have noted that there are existing uses within the built form at both Mudberry Farm and Polthook Farm. The latter has been developed out over time as a local employment hub and has proved successful, providing a range of formats between 12m2 and

670m2. The proposal as submitted would not impact upon the existing uses at Mudberry Farm and Polthook Farm. However, the proposed improvements to access and the delivery of local services does provide an opportunity to improve connectivity to those existing uses and to improve the facilities for current and future employees.

Providing for Local Needs

The scheme as promoted would support circa 3000 homes and this would equate to circa 7000 residents. It is of course the case that the future occupants of these properties could be attracted from outside or within the district, but in net terms the supply of housing in the district should mean that the population of the district (but Bosham specifically) would increase by circa 7000 over the life of the development.

8 | PLANNING CONTEXT

The following information is sourced from the Planning Representations Note enclosed at Appendix 4.

School Places

The Council's standing advice on school places requirements sets out the typical yield of school age children from new housing development based upon the housing format provided. Through that analysis, we conclude that the modelled yield for school places requirements would be circa 95 children per year group. This would equate to a 3.2 form entry facility. In practice, we think it more practical and effective to deliver 2 no. 2 form entry primary schools and 1 no. 4 form entry secondary school. In both instances, the new facilities would provide opportunities for further growth but also to recognise that existing facilities are already under pressure in terms of residual capacity versus demand.

Retailing and Services

A new population of 7000 people will generate new resident spend to meet their shopping and service needs. With reference to the base data included within the Council's 2018 Retail Study, the addition of 7000 population in this area (assuming the same design year and per capita expenditure levels) would generate a convenience shopping spend of circa £16m and comparison shopping spend of circa £31m. That extent of residual convenience goods spend would support circa 1400m² net of new floorspace which would be comparable to the trading formats of Aldi or Lidl in terms of store size. However, there may be a view in terms of whether that would represent a genuinely local needs format.

In addition to retail facilities, the local centre should provide opportunities for other facilities to meet everyday needs of new residents. This

will be subject to market signals and detailed investigation, but it would instinctively include:

- Creche;
- GP Surgery / Dental Practice;
- Public house;
- Cafes;
- Post Office; and
- Community hub.

Employment Space

Clearly the new occupants would require employment and the Site provides the opportunity for a range of employment in both the local centre but also for the more traditional employment uses which would comprise offices, light industry and modest B8 operations. Having reference to the evidence base in terms of the local population (in relation to the proportion of economically active and Travel to Work data) ATP have estimated that the new population of 7000 would require local employment facilities adequate to sustain circa 1571 new jobs. Clearly not all of these would be accommodated on the Site itself, and there are ambitious Plan-led objectives for new employment land elsewhere in the district- it would be appropriate at this point to plan for circa 800 jobs. Through application of typical plot densities against employment densities it is feasible to estimate the extent of land that would be necessary to meet those residual employment requirements. We would estimate that it will be prudent to identify circa 2.5 hectares of land for employment use (in addition to the local centre) in the first instance, and this could then be reconsidered in response to market signals.

Economic Impacts

We have already set out that a development of this scale will generate substantial latent requirements for new employment and facilities

to provide the goods and services they need. The delivery of 3000 homes would generate a New Homes Bonus payment of circa £19.7m to Chichester Borough Council. The scheme would also provide circa 800 jobs on-site and would result in significant construction employment. The new employment on site would also provide opportunities for Business Rates payments to Chichester Borough Council. The additional employment in the area would create multiplier effects in the remainder of the district, partly because it is envisaged that there would be leakage of available resident expenditure and also because it supplements the performance of other services in those larger existing centres.

Deliverability

In terms of delivery profile, we would envisage that the Site would be developed out in parcels and that speed of delivery would be optimised by it being completed by up to three different housebuilders in tandem. It would of course be important to adopt a binding Design Code (or similar) to ensure that expeditious delivery did not impact upon scheme quality.

On this basis, we would envisage that it would be feasible to complete between 200-250 dwellings per annum which would mean that the scheme would be completed in circa 12-15 years. That could of course be accelerated subject to market signals. The site as a whole is under singular ownership and is free from legal impediment. The principle of the use of the land for residential purposes is agreed with the landowner. The land is therefore available now, with no associated legal impediment to delivery of housing in the first five years of the Plan period, and completion of the development as a whole as soon as the land is allocated and then with planning permission in place.



Response to Local Plan Review

The Local Plan Review expressly sets out an ambition to identify opportunities for a considerably more strategic development (minimum 2000 homes) to meet Longer Term Growth Requirements. It then gives advice in terms of key considerations and objectives

Broadbridge is a comprehensive scale development which is fundamentally Plan-led and seeks to deliver genuinely sustainable development. This is underpinned by seeking to provide new development which is located immediately adjacent to a public transport hub and with the ability to deliver significant improvements to the operation of the local highway network and direct access to the strategic road network.

The scheme has challenges insofar that it is presented on land with a countryside designation and includes areas which are of higher flood risk. It also includes pockets of built form which are in active use. The scheme will be underpinned by a landscape-led approach that ensures that built development gravitates away from areas that are more flood-prone and secures a legible green infrastructure network that includes sustainable urban drainage at its heart.

The critical mass of the development provides the opportunity to sustain new local schools on site (both primary schools and secondary school). The facilities proposed are designed to be more than adequate to meet the needs of the development, which also means that they can provide facilities for existing residents in the situation where school places are already at or near capacity. It is also noted that secondary school facilities are not currently available in Bosham which necessitates longer journeys, and this can be redressed.

Fundamentally, the proposed development provides homes and opportunities for employment without the need for excessive journeys by the single-occupancy private car. This is provided by identifying land for employment on the site, and by providing a development with ready access to the train station with connectivity to a range of major employment hubs.

The indicative development proposal considers the delivery of up to 3,000 homes inclusive of policy compliant affordable housing and specialist housing. The policy requirement is for 30% affordable housing to be delivered on-site, inclusive of a range of type and tenure and this will be met.

The scheme would also provide an appropriate mix and quantum of specialist housing, and this can be managed through Design Code and then through the development management process in due course. The scheme also provides infrastructure and services appropriate to this nature of development, reflective of site opportunities and constraints.

The following identifies the uses and infrastructure which is proposed through these representations:

- Up to 3000 new homes (inclusive of affordable);
- Local centre (to provide local needs food-store, creche and non-food facilities);
- B1(A) / B1 (C) / B8 employment space;
- 2 no. 2 form entry primary schools;
- 1 no. 4 form entry secondary school;
- Green infrastructure;
- Foul and surface water drainage;
- Managed open space and play space;
- Footways and cycleways (linking to the train station)
- Substantial access works (including grade separated access to the A27); and
- Other associated works

The scheme provides infrastructure which is broad-based and includes social infrastructure, environmental infrastructure and economic infrastructure. It includes:

- New employment;
- New homes;
- New schools;
- Local centre to meet local needs;
- Major transport investment;
- Sustainable urban drainage;
- Upgrades to foul and surface water sewer network;
- Power and utilities upgrades;
- Green Infrastructure; and
- Affordable housing.

The Local Plan Review expressly sets out an ambition to identify opportunities for a considerably more strategic development (minimum 2000 homes) to meet Longer Term Growth Requirements. It then gives advice in terms of key considerations and objectives.

Through reference to this it is clear that development which can be capable of meeting its own infrastructure requirements and with strong links to the transport network will be preferred. In this vein, and with reference to those timescales, this proposal represents a very strong fit.

The quantum and mix of development is both appropriate and fundamentally necessary to deliver the scale of infrastructure which is sought to both meet the needs of the development but also to redress some existing deficiencies.

It is also noted that there is an imperative for the Council to identify land for new housing that can genuinely be delivered. Whilst the published position on 5 year supply identifies a 5.3 year supply at December 2017, this is modelled on the Plan requirement of 435 dwellings per annum which is considerably below the objectively

assessed need which is integral to the Local Plan Review ambition for 650 homes per annum. There is a clear need to identify more land for housing and to focus on sites with a clear path to delivery.



9 | HIGHWAYS, ACCESS AND TRANSPORT

Development Proposal

The indicative development proposal considers the delivery of up to 3,000 homes, including affordable housing; local centre food and non-food retail uses, B8 employment uses, a 2 form entry primary school, open space; new site wide infrastructure works, including associated works to the highway; accesses and associated infrastructure.

The scale of the development proposal and the associated level of trips by all modes of travel will be significant and warrant a significant level of new infrastructure to ensure the site is not only accessible by all modes of travel but also that the existing infrastructure is not adversely affected to a significant level, which is in keeping with national and local planning policy.

Details of expected levels of trips is provided in Chapter 5 of the Transport Assessment Appended, with the remainder of this chapter providing details of the expected level of localised infrastructure improvements necessary to ensure a policy compliant development proposal, from a transport perspective.

Vehicular Access

A new link road through the western part of the site is proposed with new junctions formed to the A27, the A259 and the B2146. A key feature of this new road will be a bridge crossing of the West Coastway Railway Line.

Access to the eastern part of the site is proposed via a new link between the B2146 and Clay Lane, which is west of Fishbourne and provides a link between the B2146 and Fishbourne.

The junction with the A259 is proposed to an at-grade roundabout whilst the suggested junction

with the A27 and the B2146 is proposed to form part of a new grade separated junction.

The main spine roads through both parts of the site are expected to be 6.5m wide carriageways with design features to control vehicles speeds whilst still accommodating public transport services.

The delivery of a new grade separated crossing of the West Coastway Railway Line will create the opportunity to close the existing Bosham Level Crossing, with the closure of as many level crossings as possible being an aspiration of Network Rail.

The main access junctions will be designed with reference to national guidance contained within the Design Manual for Roads and Bridges (DMRB) and the internal road network will be designed in accordance with recommendations set out in the Manual for Streets, which is in accordance with highway authority requirements for such matters.

Pedestrian and Cycle Access

To support journeys by foot and cycle a network of pedestrian and cycle infrastructure is expected to form part of the detailed development proposal. This provision is expected to start with a 2m footway to one side of the main spine roads and 3m shared footway / cycleway to the other side of the main spine roads.

Secondary and tertiary roads across the Site are expected to be supported by 2m footways and a network of on- and off-carriageway cycle routes, providing links to existing infrastructure away from the site and key local services.

Public Transport

The design of the spine road to be of a sufficient width will also be supported by bus stops being conveniently located along the road to allow the potential diversion of existing services and the provision of new services routes that include stops through the Site.

The close proximity of Bosham Railway Station to the Site will be utilised with well-defined routes and any necessary infrastructure improvements, i.e. cycle parking facilities.

Summary

The submitted transport note considers the existing situation and concludes that the site is reasonably accessible with proximity to bus services and a train station. It also considers the range of facilities and services available within Bosham which is reasonable. The Note does make observations in terms of the local network and an analysis of trip generation and states:

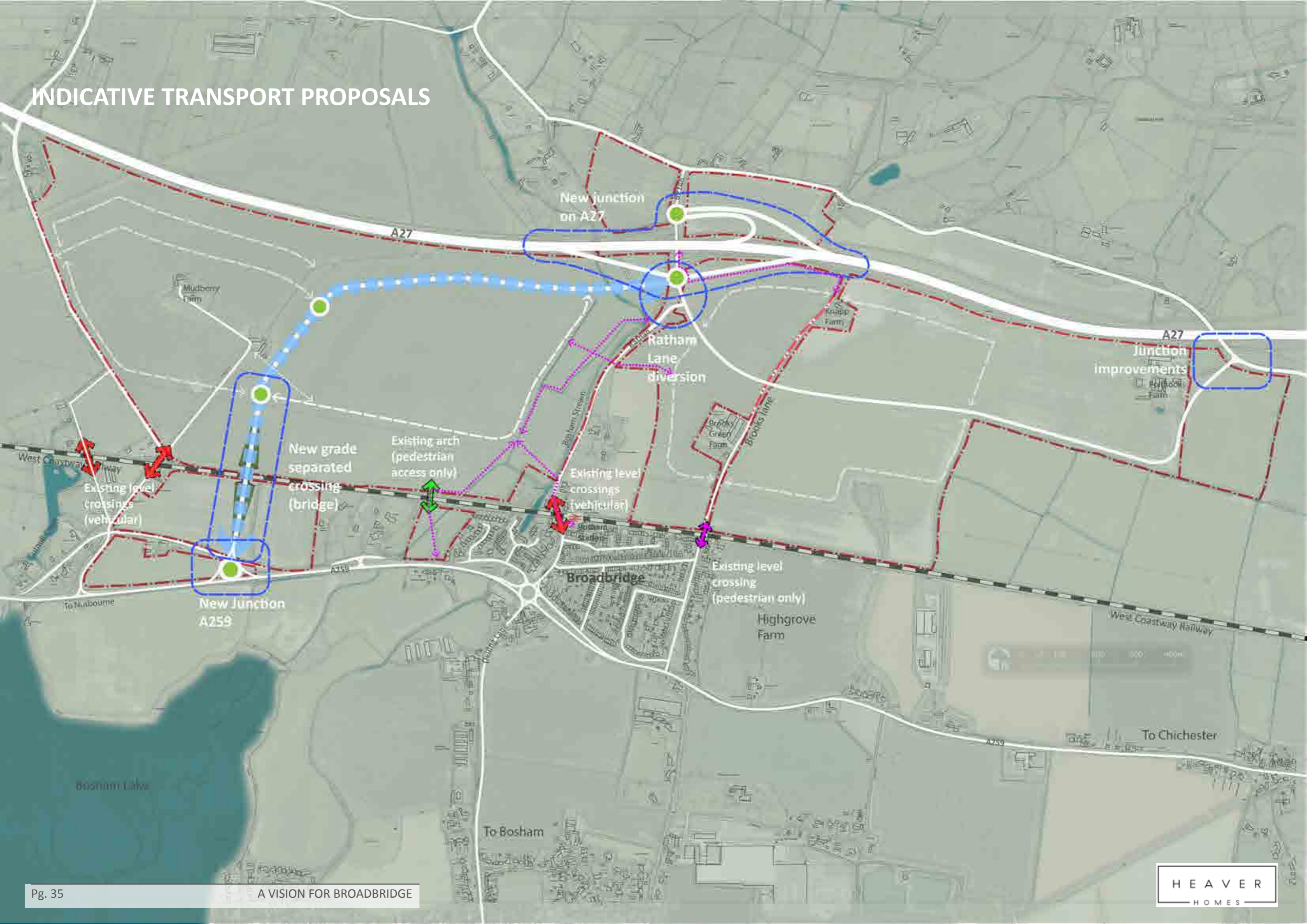
“A site wide package of transport infrastructure will be delivered as part of the development proposal to ensure the site is highly accessible by a range of transport modes.

An estimate of the quantum of vehicular trips that may be associated with the proposed development has been made and it has been determined that the development will have a negligible impact on the operation of the surrounding network.

It is concluded that there are no reasons on highways or transport grounds to refuse planning permission for development at this location.”



INDICATIVE TRANSPORT PROPOSALS



10 | PLACEMAKING

The vision for Broadbridge is to create a new self-contained settlement. A place that draws from the surrounding settlements in character, particularly in terms of settlement pattern, materials, geometry, informality and landscape. But Broadbridge will be its own place, a place with a rich variety of character zones from open parkland, through rural settlements to a village centre with local infrastructure and amenities including schools, shops, cafés and space for local businesses.

At the heart of this new settlement will be a linear park around the existing framework of wetland ditches and swales. This park will become the focus of communal activities including sporting events, summer fêtes and public exhibitions. The Broadbridge vision is for a place that brings people together into a community for it is the people that truly make the place.

A - Village Park

At the centre of the proposal is a new public open space. A village park for residents and the surrounding community to enjoy for relaxing and recreation. The park also becomes a focus for community events such as summer fêtes and public exhibitions.



B - Ecological Wetlands

The existing network of ditches and streams are to be enhanced with new swales as part of the drainage strategy. These will integrate with the park areas and provide habitats for ecology such as insects, birds and amphibians.



C - Village Centre

The proposed village centre will have a mix of uses that will bring vibrancy to the edges of the park areas. This will include small shops, cafés and restaurants - places for people to meet and interact. The character will draw on the village centres nearby such as Bosham, but it will have its own unique character that will complement other village centres in the area.



D - Schools, Leisure & Employment

Uses that cannot be so easily integrated into the village centre alongside new homes, such as workshops, schools and leisure uses will be arranged along the southern boundary on larger plots. The architecture will remain rural however, utilising the same local materials with thoughtful design solutions to achieve an appropriate scale.



E - Village Homes

Those homes closer to the centre of the site will be higher in density. However, car will be taken to ensure these areas are not dominated by vehicles but with parking courtyards and some pedestrian only links between informal spaces of hard landscaping. These areas will be overlooked to provide security through natural surveillance.



F - Rural Homes

The areas furthest away from the village centre will become more rural in character with larger set backs from the street with some front gardens to cottages. A variety of homes will be delivered from family homes to small terraced cottages for first time buyers and down-sizers in retirement living accommodation.



G - Pedestrian & Cycle Routes

New pedestrian and cycle routes will link into the existing network. These will vary from quick connections to other public transport nodes (such as the train station and main roads) to leisure routes connecting to the countryside and coastal routes.

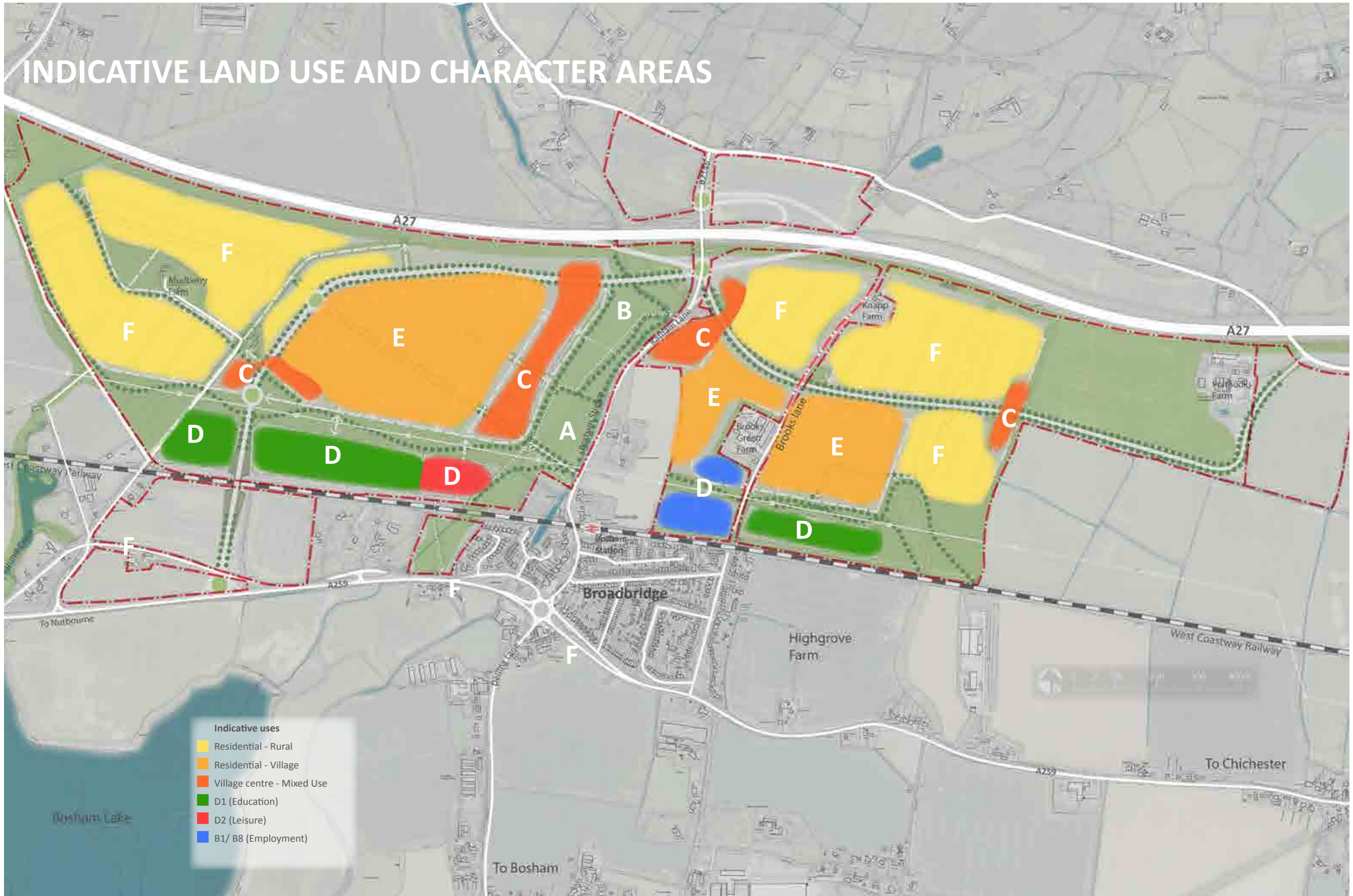


Materials

Broadbridge, Bosham and the surrounding area are built from an eclectic mix of materials. However, each building often has a restrained palette including two or three materials such as red-brick, timber, flint, slate, clay tile and white render. The proposal will use these materials with modern detailing to echo the colour and grain of the area.



INDICATIVE LAND USE AND CHARACTER AREAS



Indicative uses

- Residential - Rural
- Residential - Village
- Village centre - Mixed Use
- D1 (Education)
- D2 (Leisure)
- B1/ B8 (Employment)

11 | THE MASTERPLAN VISION

Chichester Planning review 2035 suggests the following mix of housing & tenures:

	Affordable rented	Affordable for sale	Market
of total	20%	10%	70%
1 bed	25-30%	20%	<5%
2 bed	40-45%	40%	<30%
3 bed	20-25%	30%	>45%
4 bed	5-10%	10%	>20%

Promoting Inclusion

‘Promoting diverse, inclusive communities relies on providing a mix of accommodation, suitable for the range of future residents’ requirements. Our proposals here suggest a phasing and development strategy that echoes the housing mix and tenures suggested by the Council, with viability that would be further refined at the detailed stage in concert and constructive dialogue with the Local Authority.

‘In a similar way, our buildings and landscape design will be informed by a bespoke Design Code, drawing inspiration from local architecture that will guide and contextualise our proposals. This is further undergirded by a family of hierarchical, logical streets and spaces with good quality delineation of public and private spaces

The neighbourhoods will consist of a family of heirarchical, logical streets and spaces with good quality delineation of public and private spaces. These streets would connect through creating a legible layout with landmarks and distinctive character areas.

Streets would be designed for all users as public realm, inclusive of pedestrians cyclists elderly, parents with small children, children with vehicles taking a subservient role in the heirarchy for space.

Access and permeability

Parking is envisaged to be provided in a number of ways for residents and for town centre parking in the context of a ‘town centre’ strategy which would include well designed and integrated street parking, off street parking for residents, and town centre parking courts and lots to balance parking demand.

Design guidelines would also define ways to integrate the practical considerations of servicing properties, property storage and the interface of these utilitarian spaces with the public realm so that it is considered at the outset.

SUMMARY

- Site area 150+ Hectares
- ~3000 dwellings (Mixed tenures and types)
- ~7000 Residents
- 15+ year phased delivery
- 35 du / Ha
- 2 Primary Schools (2 form entry)
- 1 Secondary School (4 form entry)
- Village Parades (including foodstore, A and D uses).
- Leisure facilities: indoor swimming pool, gymnasium, tennis courts, MUGA, Hockey pitches, Community facilities: Youth / community centre
- B1/B8 Uses - Light industrial/ workshops office space (~2.5Ha)
- 20+ Ha Green infrastructure, parks, play and leisure
- New Connection from the A27 to the Chichester Harbour Area of Outstanding Natural Beauty
- Village Greens, Neighbourhood parks and Wetland Park



11 | THE MASTERPLAN VISION

Creating a Sustainable Community

The indicative layout we have presented is an initial concept masterplan, and should function as a framework for thinking about and understanding the contributions Broadbridge could make to sustainable long term housing requirements. By emphasising its appropriateness for development, we wish to engage in constructive dialogue with the Council to further improve and enhance our vision for Broadbridge, and work in the same grain with neighbours, community stakeholders and prospective residents to organically develop our proposals. Community consultation, "Round Tables" and other planning initiatives will equip us with the means to promote inclusive development. We recognise that settlements are for their residents, and that bringing design to life means collaborative placemaking.

Structurally, we have shown connections across the site to indicate an open neighbourhood composed of streets, lanes and parks. A main village centre would also be located within proximity to Broadbridge & Bosham Station, and is envisaged as a traditional high street arrangement with a mixture of open frontage for local shops and apartments for commuting professionals. These non-residential uses are envisaged to include local service restaurants, public houses, food and convenience shops, in addition to professional services.

In creating a sustainable village, our layout promotes walking and cycling connections with direct and inviting routes through respective neighbourhoods. To complement the improved walkability, a bus route could connect the east and west sites down Ratham Lane to Broadbridge & Bosham Station and beyond towards Bosham and destinations along the A259. It is essential that this interfaces with our wider ambition for open spaces, facilitating an environmentally friendly navigation through its public space.

LANDSCAPE AND OPEN SPACES

- 1 Ratham Lane Common
- 2 Bosham Stream valley
- 3 Village green
- 4 Park play area
- 5 Landscape buffer
- 6 Boulevard
- 7 Avenue
- 8 Bridge
- 9 A27 Bosham Ratham Lane junction
- 10 A259 Newells Lane Junction
- 11 Green infrastructure (powerline buffer)
- 12 Pedestrian & cycle route
- 13 Level crossing
- 14 Sports pitches
- 15 Bosham Stream

PLACES

- 1 Village parade
(A-D uses at ground level apartments above)
- 2 Food store
- 3 Gym & leisure centre
(indoor pool, hockey pitches, tennis)
- 4 Primary School
- 5 Secondary school
- 6 Residential (apartments)
- 7 Residential (houses)
- 8 Employment uses B1-8
- 9 Service Infrastructure reserve





12 | PRECEDENTS

NEWHALL, HERTFORDSHIRE

“Newhall is a large ground breaking new residential community in the UK for its combination of well designed, award winning contemporary housing with a pleasant, green environment”. www.newhallresidents.co.uk

The area used is 250 acres (101ha) of farmland and woodland, which made up New Hall Farm.

Around 2,200 new dwellings
40% of the land is being safeguarded for open space.

Light commercial and retail premises planned for future phases.

Phase I comprises some 560 dwellings.

Work for Phase II complete by 2016 comprising and additional 800 dwellings.

LESSON:
The high quality landscaping and public realm is fully integrated with the architecture. Swales with wetland planting provide both a separation barrier and a beautiful visual amenity. Broadbridge already has the beginnings of a swale ditch framework around which the development can similarly integrate with the historic landscape and become part of the context.



11 | PRECEDENTS

POUNDBURY, DORSET

“Poundbury is an experimental new project situated just outside west Dorchester, on land controlled by the Duchy Of Cornwall and Charles, Prince of Wales. It’s of no great surprise that the new town has continued to court controversy since its inception in 1993. Subject to both derision and admiration alike, the anachronistic facets of the town are as interesting as they are controversial.

Under the direction of Charles, Lien Krier (a famous architect from Luxembourg) drew up the overall plan for the town to be in four phases of development over 25 years, with completion targeted in 2026. There are no business ‘zones’, so all types of buildings intermix freely – a real medieval fantasy.

Design purists accuse the place of looking like a folksy pastiche with a hint of Arts & Crafts here and a touch of the Victorian terrace there, while anti-royalist cynics say Prince Charles should stick to giving people knighthoods instead of building homes. Yet it would be hard to deny Poundbury’s achievements.

More than 4,000 people now live there, with 2,500 working in 220 local businesses; 35 percent of the homes are affordable, rented or owned by people from local social housing lists”. www.poundbury.org.uk

LESSON:
Poundbury is a lesson in controlled informality. The orientation of buildings and the spaces between them define the streetscape, not the highways standards and kerblines. Vehicles are hidden in discreet parking courtyards to maintain the village feel with homes opening directly onto the street. This type of development is proposed at Broadbridge in the Village Centre where density comes from a tightly knit pattern rather than simply increasing the scale.



12 | PRECEDENTS

BOURTON-ON-THE-WATER, GLOUCERSTERSHIRE

Bourton-on-the-water is a village in the Cotswolds Area of Outstanding Natural Beauty in Gloucestershire dating back to around the 16th Century (although there is evidence of settlement here as far back as the Roman era).

The village has a population of over 3000 people and most of the core village area is a conservation area.

The river Windrush was much wider and deeper at that time and flowed from the bridge to the south of the village across the meadows to Pockhill then along the present day Letch Lane and Clapton Row to join the present river where Birdland is sited today.

In the early 17th Century it was channelled through the centre of the village in order to provide a sufficient flow of water to power three mills, one of which is now The Motor Museum. It seems that no records exist detailing the realignment of the river which in later centuries was to be such an important feature in drawing visitors, artists and photographers from all over the world.

LESSON:
A fine historic example of village character enhanced by watercourses, once redirected for mills, and now an intrinsic part of the setting and place. The proposals at Broadbridge seek to similarly make the watercourses a central theme of the place.



11 | PRECEDENTS

ADASTRAL PARK MASTERPLAN, BROADWAY MALYAN

- Up to 2,000 new homes, including affordable, starter, family and elderly accommodation
 - Lower density homes, surrounded by green space and tree/hedgerow planting, around the edges of the site to soften potential views and reflect local character
 - New infrastructure provision on the site including education, healthcare, local shops and services within easy walking distance
 - Predominantly two-storey development, with occasional and appropriately located feature buildings of up to four-storeys to add architectural interest
 - 34 hectares (85 acres) of formal and informal open space on the site including woodland, meadows, heathland, a variety of play areas, a trim trail, a variety of circular walks, sports Facilities and ecological areas.
- This is in addition to sports and recreation facilities for community use as part of the all-through school
- Areas for allotments/community orchards
 - Respecting the existing open agricultural land between the site and Waldringfield
 - 7km circular walking routes with dedicated facilities for dog walkers, cycle paths, retention of the existing public rights of way and improvements to the southern edge bridleway
 - Protection for existing mature landscaping, including Spratts Plantation and woodland along the boundary

- An improved lake environment which is carefully designed to cater for a variety of experiences, including areas for quiet recreation, picnic areas, a café, play space, a beach and low disturbance wildlife areas
- Funding to establish community ownership of green spaces, the lakeside and community assets; these would be well managed and there is potential for education and community activities through the management company
- A comprehensive multi-million pound package of transport improvements including junction and highways improvements to enhance vehicle flows, bus facilities, cycle and walking routes and a new A12 crossing
- New jobs within the school, healthcare facilities and shops and within the proposed improvements to the business park.



LESSON:
A good example of how to deliver on site infrastructure and services into a masterplan. The schools, play-spaces health and leisure facilities are integrated into the overall design and are stitched together by routes, spaces and landscaping. The vision for Broadbridge will deliver similar services and community benefits on site integrated with the housing and landscape to deliver a cohesive and balanced community.

13 | SUMMARY AND CONCLUSION

In an environment suitable for development, appropriately bounded and contained by absolute constraints, respecting of its landscape and setting and self-standing from neighbouring settlements, Broadbridge seeks to address the Council’s longer-term growth requirements through sustainable and cohesive growth. By preserving and enhancing inherent advantages (such as the close proximity of existing strategic rail and road networks) through infrastructural upgrades, and otherwise providing for fresh local utilities and services of a sufficient scale to support a thriving community, its fundamental principles rest on creating and nurturing a new village identity.

Our masterplan, which forms the foundation of our representations, is comprehensively formulated to ensure a balance between mix of uses, estates, and connectivity between neighbourhoods. Through a ‘charrette’ process and a series of stakeholder “Round Tables”, it is our mutual aim to be transparent in our process of delivery and recognising what local businesses and residents require, and to seek out avenues for collaboration. Village communities are not manufactured or artificially created as much as they are organic; public, and built upon by its residents. For over 150 years the Heavers have understood life on Broadbridge Farm in the same way, as a natural process of evolution that is neither fashioned nor designed but cultivated through consideration of its purpose.

Sustainability and self-sufficiency also means “placemaking”, through the provision of community facilities and village greens where residents can form new relationships. As residents of West Sussex with a history in the county that transcends ten generations the Heaver Family recognise the fundamental importance of sustainability as “longevity”, and ensuring that inclusiveness fosters pride. At all stages of development our architects are designing for its future population.



BROADBRIDGE

HEAVER





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