

**Chichester District**

**Local Plan**

**Concept Statement**

**WESTHAMPNETT/NORTH-EAST CHICHESTER**



**Approved by Cabinet 6<sup>th</sup> May 2014**

## **Contents**

### **Part One - Strategic Site**

- 1. Introduction**
- 2. Concept Statements**
- 3. Policy Context**
- 4. Introduction to the Strategic Site**
- 5. Vision Statement for the Strategic Site**
- 6. Opportunities and Constraints**
- 7. Development Principles**
- 8. Infrastructure Requirements**
- 9. Design Principles**
- 10. Main Components of the Site**

### **Part Two - Development Areas**

- 1. Land North of Stane Street/ Madgwick Lane**
- 2. Land East of Graylingwell**
- 3. The River Lavant Corridor**
- 4. Land West of Goodwood Airfield**

### **Part Three – Process and Delivery**

## PART ONE

**The Westhampnett/ North-East Chichester Strategic Development Location provides an opportunity for two new sustainably planned residential extensions to the Graylingwell neighbourhood and the Village of Westhampnett, and a network of green links and public open space on the east side of the City. It is an opportunity to boost local housing supply and enhance green infrastructure contributing to the evolution of the city and surrounding area through good urban design.**

**Whilst the Council is seeking to make the best use of land in the District, it must also ensure that the very special quality of its built and natural environment is given proper consideration. Working with local communities and the development industry, the Council looks forward to achieving a high quality development that make efficient use of land, responds to the unique local context and integrates well with established neighbourhoods and communities.**

### 1. Introduction

The Chichester District Local Plan identifies land to the west of Westhampnett and north-east of Chichester city as Strategic Development location allocated for a mixed development comprising housing, community facilities, open space and green infrastructure.

**The Local Plan requires the development to be guided by a masterplan involving the active participation and input of all relevant stakeholders, including the Council, landowners, developers, the local community, service providers and other interested parties. This Concept Statement sets out the District Council's planning requirements for the site and, provides a basis for the approval of the ensuing masterplan.**

### 2. Concept Statements

A concept statement is a simple, clear expression of the kind of place that a new development should create. It sets out how the policies and objectives of the Local Plan will apply to a specific site in order to deliver the best possible economic, social and environmental benefits. Concept statements are not detailed documents but provide more information for developers and the community than can be contained in statutory local plan policies or maps. The production of a concept statement for major sites is a key recommendation of the 1998 DETR publication Housing Layouts - Lifting the Quality. It suggests that the concept statement should begin the design process and be a forerunner to a planning brief. It should be imaginative, positive, ambitious, practical and open up design opportunities, and indicate how local plan policy and other guidance would be interpreted on a specific site.

The Concept Statements have been subject to public consultation and set out the Council's expectations for each site. Developers will need to respond to these and to the commissioned evidence, and will also be expected to engage with the public and the Planning Service in the formulation of their proposals for development.

The Concept Statements need to be considered in the context of the Council's vision and objectives, adopted local and national planning policy, the commissioned evidence base and other material considerations such as national guidance, best practice and emerging planning policy.

**The content of the Concept Statement will be used to inform the masterplan to be prepared for the site in accordance with Policy 7 of the draft Local Plan and should be regarded as part of the preparation stage of that document. They will carry due weight as a material consideration in negotiations with the developers and in the determination of any planning applications.**

### **3. Policy Context**

#### **3.1 National Planning Policy Context**

- 3.1.1 The National Planning Policy Framework (NPPF) at Paragraph 157 requires Local Plans to allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate.
- 3.1.2 The National Planning Practice Guide (NPPG) on Design [Section 5], identifies good masterplans and briefs as tools that can help achieve good design by setting out the strategy for a new development including its general layout and scale and other aspects that may need consideration. The process of developing masterplans will include testing out options and considering the most important parameters for an area such as the mix of uses, requirement for open space or transport infrastructure, the amount and scale of buildings, and the quality of buildings.
- 3.1.3 The NPPG also states that masterplans can show these issues in an indicative layout and massing plan where the shape and position of buildings, streets and parks is set out. Masterplans can sometimes be submitted for outline planning permission or they can be adopted as local policy requirements.

#### **3.2 Local Plan Context**

- 3.2.1 Policy 17 of the draft Chichester Local Plan Key Policies document allocates the land for mixed development, comprising 500 homes, community facilities and open space and green infrastructure, including a linear greenspace with public access along the Lavant valley. The policy requires that development is masterplanned in accordance with Policy 7 in the draft Plan, and sets out a number of site-specific requirements to be considered in planning and developing the site. These key requirements are expanded in detail in this Concept Statement. A copy of draft Policy 17 is provided at Appendix 1.

### **4. Introduction to the Strategic site**

- 4.1. The site comprises 110 hectares and occupies an area extending from the eastern edge of the City to the Goodwood Motor Circuit/Aerodrome and the edge of Westhampnett village.

The allocated land extends over parts of the Parishes of Westhampnett and Chichester City, around 2 to 3 km north-east and east of the City Centre. The land slopes gently down from north to south and is framed to the north by a backdrop of the South Downs. To the south the land is bounded by Stane Street a Roman Road and the River Lavant runs through the site from north to south.

The site is currently in agricultural use and contains only a few buildings, principally Oldplace Farm which lies in the centre of the site. The site excludes the buildings along the north side of Madgwick Lane including the Grade II Listed Old Place House within a characterful group of converted farm buildings at Old Place Lane and the Grade II Listed semi-detached pair of estate cottages. There are a number of trackways and public footpaths that cross the site. The motor racing circuit and Aerodrome to the east of the site represent key economic assets for the city. Figure 1 shows the extent of the Strategic Location and Figure 2 shows the relationship of the Site to the City Centre.

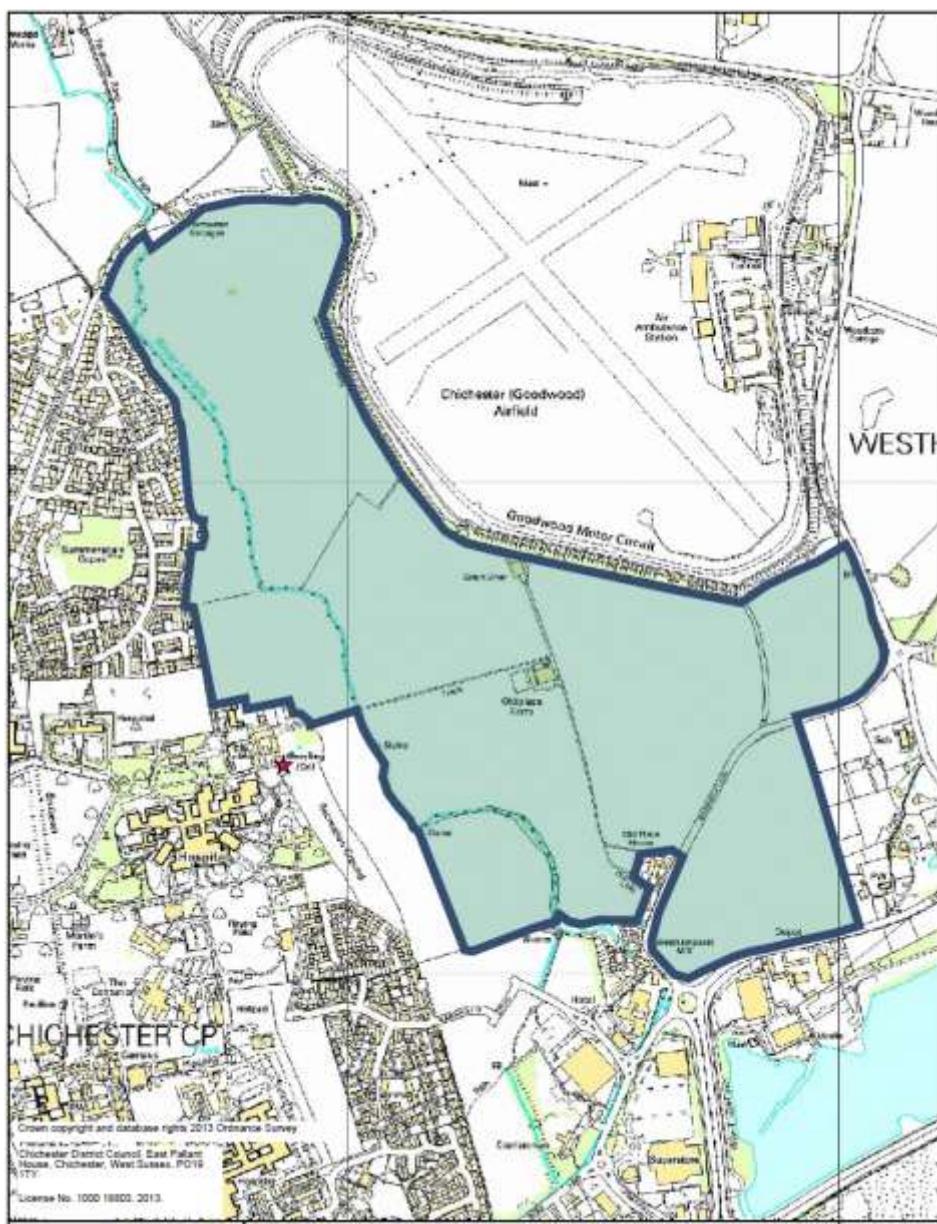
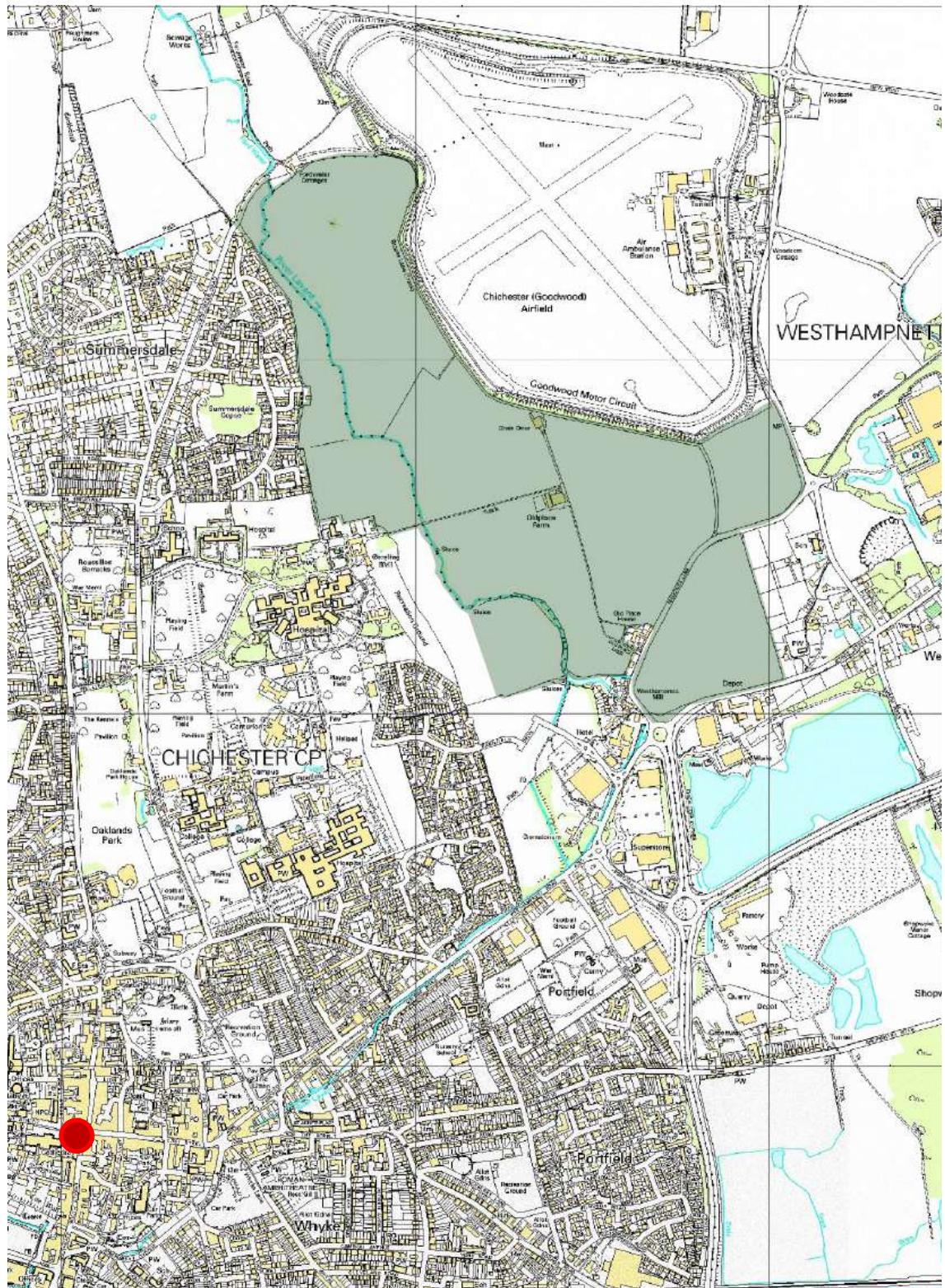


Figure 1 – Strategic Site boundary



**Figure 2: Strategic Site relationship to the City Centre**

## **5. Vision Statement for the Strategic Location**

**The Council's vision is for a sustainably planned expansion of Chichester city, comprising two new residential neighbourhoods planned as integrated extensions to Westhampnett Village and the Graylingwell neighbourhood, linked to enhanced green infrastructure, public open space and community facilities serving the new developments and the wider area east of the City. The planned land-uses and development will create a high quality, well connected and visually stimulating environment, that will complement and enhance the existing character and variety of Westhampnett Village and adjacent residential areas of Chichester city, including the Graylingwell site with its re-used former hospital buildings and associated new development.**

The completed development will form a positive and distinctive addition to the Chichester/Westhampnett area, providing an opportunity for innovation in building, construction and infrastructure design to achieve high levels of environmental performance. Ensuring integration with the existing communities will be a priority for the Council. The developer will be expected to work with the Council in order to secure the provision of additional facilities, services and green infrastructure, both on and off the site, which will help strengthen the social and environmental fabric of the area to the benefit of the new and existing communities. This will include play and sport facilities, areas of natural greenspace, new and improved cycle and pedestrian routes, and possibly a new community facility.

## **6 Opportunities and Constraints**

Achieving the most appropriate design approach will require detailed examination of the site context. Prospective developers will be expected to demonstrate, through character appraisal and a thorough understanding of the evidence base, how their proposed scheme responds to the site.

The proposed residential development will comprise two separate areas:-

- Land between Stane Street and Madgwick Lane will provide approximately 350 dwellings, developed as an integrated extension of Westhampnett village; and
- Land between the edge of Chichester City (east of Winterbourne Road) and the River Lavant floodplain will provide approximately 150 dwellings, developed as an integrated extension to the City.

**Key opportunities presented by the proposed development include:**

- Potential to provide or contribute towards new or enhanced community facilities, serving Westhampnett and the north-east of Chichester (including a proposed new community hall for Westhampnett village subject to discussion with the Parish Council);

- Enhancement of the green infrastructure network in the area east of Chichester city, including provision of a new linear greenspace with public access along the Lavant Valley linking north towards the National Park. There is potential to enhance the ecological and biodiversity value of the site, in particular the River Lavant floodplain (which the Local Plan identifies as a Biodiversity Opportunity Area) and other identified wildlife corridors such as along Madgwick Lane;
- Potential to improve the overall accessibility of the area to key destinations in Chichester city and elsewhere, with particular emphasis on promoting sustainable travel through a network of cycle and pedestrian routes and improved public transport services. This should include new and improved cycle and footpath connections towards Chichester city, the National Park, Westhampnett village and towards Shopwyke and Tangmere;
- Potential to address local housing needs, through provision of a mix of housing types including affordable housing and self-build;
- Creation of a strong sense of place, by planning land uses and designing development that contributes to local character and distinctiveness and integrates well with the surrounding area and the built environment of north-east Chichester and Westhampnett village.
- Improvement to land drainage within the site to mitigate problems of flooding.

**Potential constraints affecting the site include:**

- Noise impacts resulting from the proximity of Goodwood Motor Circuit and Airfield. This will require some screening of the site for visual amenity and noise attenuation, together with careful layout of new buildings. As a general principle, housing development should not be within 400m of the boundary of Goodwood Airfield and Motor Circuit(1), subject to the requirements specified in the Local Plan;
- Landscape sensitivity resulting from the open agricultural character of the site, encompassing views towards and from within the South Downs National Park to the north;
- Historic buildings and identified heritage assets close to the site, including the Graylingwell Hospital Conservation Area, the former lunatic asylum and Grade II registered park and garden in which they sit, other listed buildings close to the site (including St Peter's Church at Westhampnett), and views of Chichester Cathedral spire;
- Areas of fluvial and surface water flood risk within the site, which will require a comprehensive approach to flood risk management and surface water drainage;
- The Goodwood Airfield Flight Safety Zone, within which development should be strictly controlled and limited to that causing no hazard to the operational needs of the Airfield.

- **Important components of the local ecological network that need to be enhanced including the wildlife corridor along Madgwick Lane and the biodiversity opportunity area based on the Lavant Valley.**

## 6.1 Context/Landscape Setting

The site is located within the South Coast Plain comprising a predominantly a flat and open landscape which provides a diverse range of habitats. The fertile soils have given rise to a dense pattern of large productive arable fields and the benign climate makes the area attractive to market gardening. The landscape is exposed in places to sea winds and floods and arable land is defined by poplar shelter belts, low hedgerows and rife and ditch drainage systems. Although woodland is not a dominant feature in the landscape there is localised remnant semi-natural broadleaved woodland as well as windswept oak trees and scrub. Large Elm trees which were once common features in the landscape have now been lost to Dutch Elm disease. Looking north from the Coastal Plain there are long views to the sweeping slopes of the South Downs balanced by long panoramic views from the hill tops and slopes of the Downs over the flat Coastal Plain and out to sea.

## 6.2 Historic Environment

There are a number of designated heritage assets within close proximity to the site and which share an integral relationship with the adjacent landscape. All are buildings which were part of the larger estate owned by the Duke of Richmond and appear to have shared a functional relationship.

- To the north west of the site is the Graylingwell Conservation Area and listed Graylingwell Farmhouse which currently defines the eastern urban edge of Chichester City before entering the countryside. The location of Graylingwell Hospital is likely to be important given its position on the fringes of the City and abutting the countryside. Views eastwards would need to be assessed from here.
- The strategic site extends over a part of the West Sussex coastal plain that has been demonstrated to have been particularly favourable to settlement, and it should be presumed to contain evidence of occupation and for utilisation of the land through farming and exploitation of natural resources from the remotest prehistoric period until modern times.

In order to enable proper consideration of the effect of the development on its historic environment it will be necessary to provide an assessment of the significance of all heritage assets, whether designated or non-designated, known or inferred. Where appropriate this should be followed by suitable archaeological field evaluation (NPPF 128).

It is likely that any development proposal for strategic site will be required to include suitable specific proposals for the mitigation of harm or loss to the significance of any archaeological interest that it contains.

### 6.3 Constraints Plan

Figure 3 illustrates the main site constraints already identified through the Council's analysis of the site.

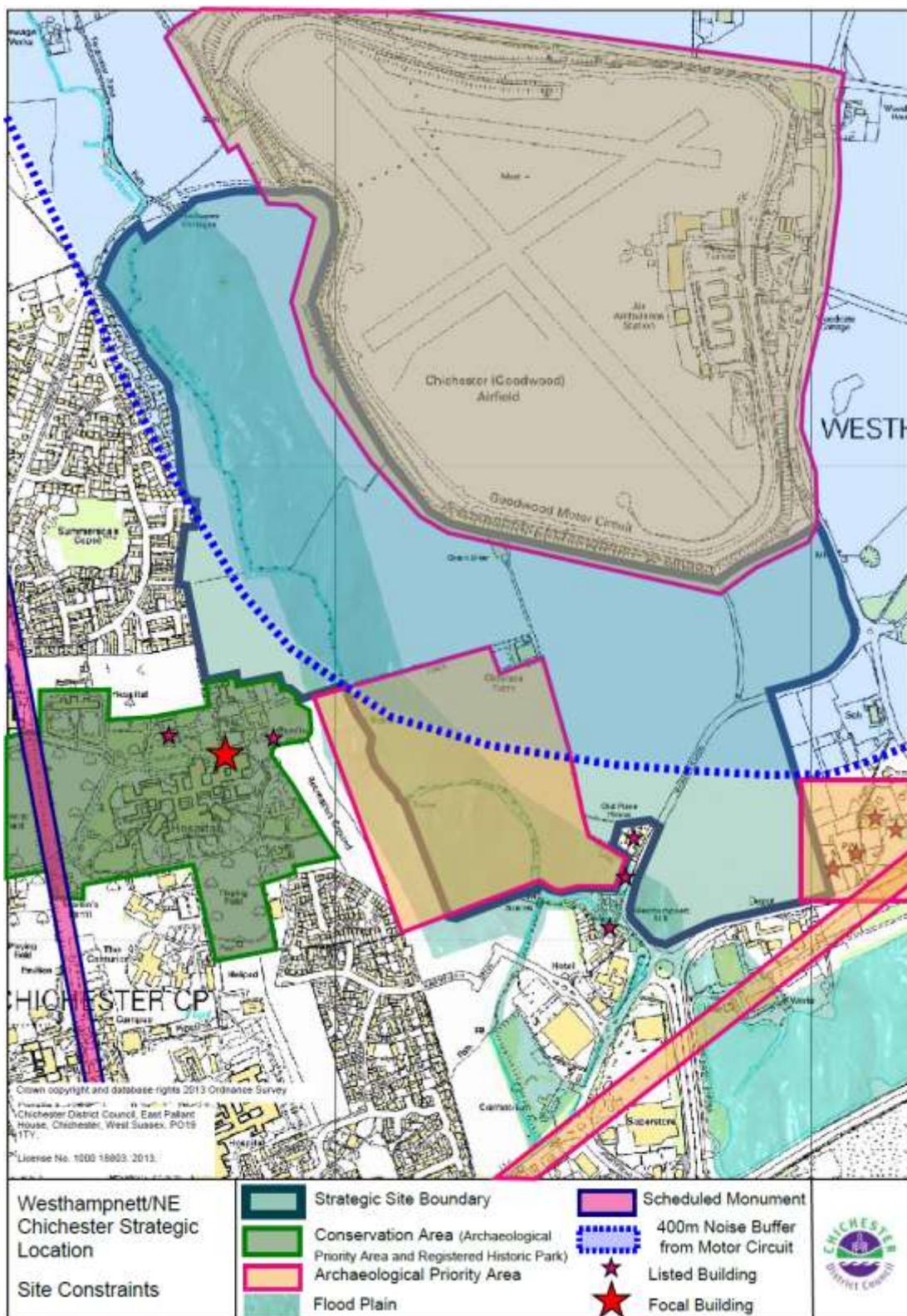


Figure 3 – Site Constraints

## **7. Development Principles**

### **7.1 Urban/rural form and topography**

The site fulfils an important landscape role in terms of effecting a transition from the suburban edge of Chichester City to the more rural character of the open countryside to the north and east of the City with distinct villages set in a wider landscape.

The masterplanned site is expected to be divided into distinctive character areas, designed to reflect the different characteristics that surround the site, the village character of Westhampnett focused on Stane Street which should reflect the character of a village street, the more rural and dispersed settlement character of the northern end of Madgwick Lane, the more industrial character of the area focused on Westhampnett Mill linked to the River Lavant, the character of the Graylingwell hospital site and the parkland within it sits and the suburban edge of the city as it meets the site.

The siting of open space should be used to afford the transition between the suburban edge of the city, the more open countryside to the east and rural edge of Westhampnett village and offers an opportunity to afford a degree of visual separation between the city and the village of Westhampnett.

### **7.2 Local Centre/Village focus**

The development of the site provides an opportunity to strengthen the village focus of Westhampnett and to contribute to the development of a distinctive sustainable neighbourhood centred on Graylingwell Park to the north-east of the city.

### **7.3 Housing Density and Mix:**

The Strategic Housing Market Assessment (SHMA) 2012 recognises that the District currently has a disproportionate amount of larger more expensive dwellings. This combined with average local salaries of £28,000 contributes to the affordability issues within the District, particularly in terms of retaining and attracting younger households.

It is expected that the mix of housing will reflect the recommendations of the SHMA with the market homes being provided in the following proportions: 35% 1 and 2-bedroom, 50% 3-bedroom and 15% 4 or more bedroom. The focus of provision should be towards delivering smaller affordable family homes.

In view of Chichester's ageing population, we would expect consideration to be given to some provision for older persons across all tenures, including lifetime homes, and delivery of specific housing for older people as part of the development. Sheltered, assisted- living and extra-care housing will all be expected to provide the affordable housing requirement.

### **7.4 Green infrastructure**

The plans for the site will be expected to deliver multi-functional green Infrastructure that is well integrated with the areas of built development. Residential development should be

designed to be permeable for both people and wildlife, and include appropriate provision of accessible public open space.

The development proposals should create an accessible linear greenspace along the River Lavant corridor as a recreational resource for the wider area east of Chichester city, that will also contribute to mitigating potential recreational pressures on sensitive areas around Chichester and Pagham harbours. The planned greenspace should also seek opportunities to enhance the ecological value of the Lavant Valley (which is identified by the Sussex Biodiversity Partnership as a Biodiversity Opportunity Area). Existing wildlife corridors along Madgwick Lane leading to the City and National Park should be retained and enhanced. Figure 4 shows the wider ecological network in relation to the site.

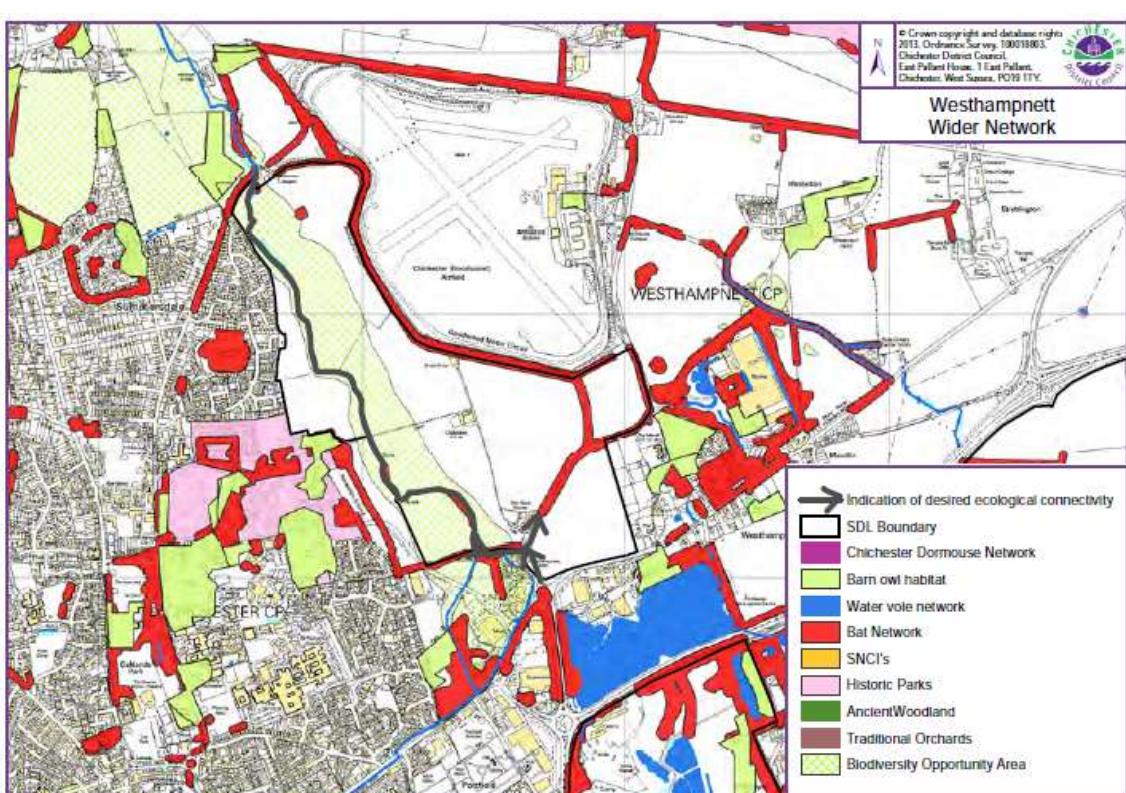
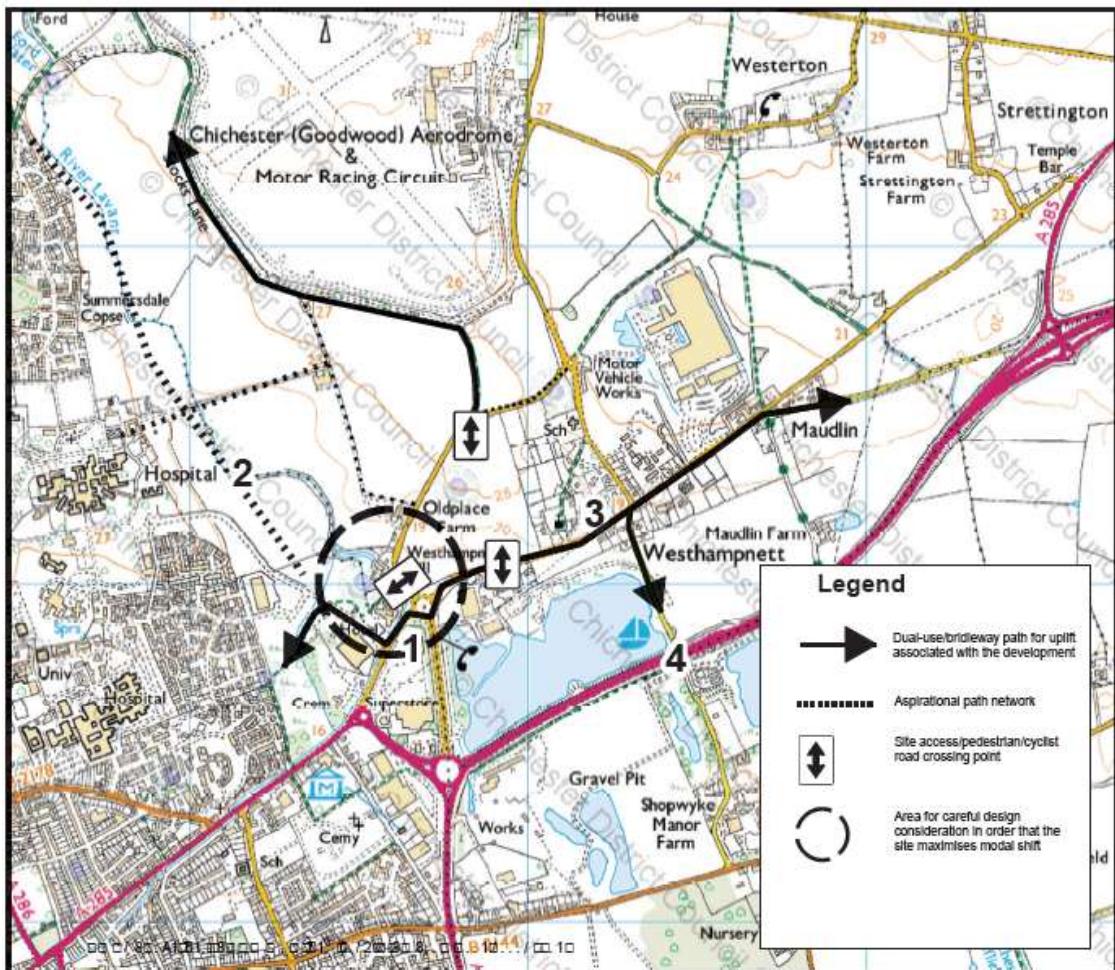


Figure 4 Westhampnett/North East Chichester wider ecological network

#### 7.5 Access and Movement

This is to include walking and cycling route connections to the city, Lavant valley and Graylingwell Park. Figure 5 shows suggested linkages between the site and adjacent infrastructure



- 1 Connecting the site to Chichester: There are existing cycle paths from the periphery of the western boundary of the site which enable cyclists to access the City centre. In order to maximise the site's potential to create modal shift careful consideration is needed as to how best to link into the existing network and what design features will help lift the attractiveness of the existing network in order that an enticing offer is made to non-car mode travellers .
- 2 A linear 'Lavant Valley Park' is proposed to follow the River Lavant from Westhamnett to Lavant. A dual-use path is intended as part of the park's infrastructure.
- 3 The existing Stane Street cycle path from the western end of the site heading east does not continue into Westhamnett. It is desirable that the bike path is continued on the south side of Stane Street to the Old Arundel Road junction.
- 4 Bridge to be provided as part of the Shopwyke Lakes development.

Figure 5 Movement connections

#### 7.6 Car Parking

Car parking areas should be designed so as not to be visually dominant, and should be well overlooked to ensure safety and security of users.

Accessible, secure, weather proof bicycle parking facilities should be provided with public open space, allotments and community facilities.

Visitor Car Parking will also be required to service any recreational provision, including sports pitches, community facilities and the recreational greenspace.

## 8 Infrastructure Requirements

The requirements below highlight the main infrastructure that the strategic site will be expected to deliver. It is not an exhaustive list and the detailed infrastructure requirements will be developed through the masterplanning process.

### 8.1 Affordable Housing

The development is expected to provide 30% affordable homes. Applications submitted in advance of the adoption of the Local Plan will be subject to the Council's current requirement of 40% affordable in line with the recommendations set out in the SHMA.

**Affordable rent** - 70% of the affordable homes should be provided as affordable rented housing, at rents no higher than Local Housing Allowance thresholds and be transferred and managed by one or more registered provider partner of the District Council. As this is a large strategic site we expect that the size of the units provided to reflect the recommendations of the SHMA :

Property Size	% Affordable Rent
1-bed	10-15%
2-bed	30-35%
3-bed	35-40%
4+ bed	15-20%

**Affordable Home Ownership** - 30% of the affordable housing should be provided as affordable home ownership , either shared ownership or some other form of low cost housing and must be affordable to local people (i.e. available at between 30% to 70% of open market values). It is expected that these will comprise primarily of 2 bedroom houses and 2 bedroom flats but with some 1 bedroom flats and 3 bedroom houses.

It is expected that the affordable housing provision will be delivered with no public subsidy. In line with the Homes and Communities Agency Affordable Homes Programme it is assumed that for Affordable Rent, 'the price paid by the registered provider will be no more than the capitalised value of the net rental stream of the homes'. For affordable home ownership, the price paid should be based on reasonable assumptions regarding: the rent to be charged on the unsold equity; the likely value of the homes; and the initial average share to be offered.

In order to prevent social exclusion and to help establish a mixed, balanced and sustainable community it is expected that the affordable housing is well integrated and distributed throughout the planned areas of residential development. The housing should be tenure blind and the affordable housing should not be externally distinguishable from the market housing.

## **8.2 Recreational Disturbance on the Solent Maritime SAC/Ramsar/SPA**

The proposal will have an effect on the Solent Maritime SAC/Ramsar/SPA in combination with all other residential developments within the 5.6km zone of influence. In line with the Solent Disturbance and Mitigation Project Phase 3 report and Natural England's position, avoidance measures will need to be secured. The preferred method would be to collect a contribution towards the implementation of the joint project outlines in the Phase 3 report. The current level of contribution to the interim scheme is £172 per unit (index linked). The interim scheme will be replaced by a full scheme in 2017. Mitigation may also include the provision of Suitable Alternative Natural Greenspace (SANG).

## **9. Design principles**

This part of the Concept Statement sets out the Council's proposed design principles, which are intended to help prospective developers formulate scheme proposals that will realise the vision. These principles have been formulated with a view to securing high quality development. They are not, however, intended to stifle design creativity. If a prospective developer proposes an alternative approach, which would clearly meet or exceed the Council's aspirations for design quality, that approach will be considered on its merits. This qualification is intended to ensure that the design principles set out below do not preclude one-off exceptional design solutions.

These Design Principles need to be considered in the context of the Council's vision and objectives, adopted local and national planning policy, the commissioned evidence base and other material considerations such as national guidance, best practice, and emerging planning policy.

### **Developers will need to:**

- Demonstrate how they have addressed emerging and adopted planning policy.**
- Reflect best practice as embodied in the National Planning Practice Guide (NPPG) and seek to meet the 'Building for Life' (BfL12) criteria.**
- Respond to the Council's aspiration to achieve Code for Sustainable Homes Level 5 or above for all housing across the development site. All homes should be Level 6/zero carbon in full if being delivered after 2016.**

## **9.1 Layout**

The Site promoters will be expected to prepare a comprehensive masterplan for the whole site setting out the strategy for fully integrating the new development into the existing fabric and layout of the Graylingwell development and residential areas to the north, and the Village of Westhampnett.

**Developers will need to plan:**

- A network of streets, cycle and pedestrian routes throughout the site that maximises connections (and the potential for future connections) through to adjoining areas and maximises opportunities to link green infrastructure through adding multifunctional elements such as street trees and private gardens.
- Safe and accessible linkages and public spaces providing direct, well lit, routes through the site, that should be orientated to maximise public benefit and enjoyment of near and distant views including views through the site towards the South Downs and other key landmarks (e.g Chichester cathedral) and to create and frame views across and through the site.
- A ‘shared space’ ethos for streets and spaces should prevail throughout the site.
- Minimal the visual impacts of the development.
- Attractive, safe and secure environments for new and existing residents, avoiding overlooking of residential property including provision of public art to contribute to creating a sense of place.

**9.2 Density and mix of uses**

The scheme proposals shall fully optimise opportunities to deliver a significant amount of new residential development on this site.

**The masterplan shall include:-**

- A mix of dwelling types and sizes, and could include opportunities for self-build, although self-build is not part of the affordable housing requirement.
- Consideration of the potential to provide or contribute towards a new community facility/hall serving Westhampnett village to be provided in an appropriately designed multifunctional building where the new and existing neighbourhoods can meet.
- Good access to existing facilities and services in the wider area on the east side of Chichester city and in Westhampnett village. The inclusion of small scale retail facilities should be encouraged.

**9.3 Landscape, Open Space and Ecology**

Development proposals must exploit opportunities to strengthen habitat connectivity by retaining the existing wildlife corridors along Madgwick Lane and along the Lavant valley using planting to improve habitats and biodiversity along the boundaries of the development site as demonstrated by the lines of desired ecological connectivity within the draft Local Plan (Appendix 1, p 265 and Map A.3 Westhampnett/North East Chichester wider ecological network).

**The masterplan should provide for:-**

- The design, layout and specification of proposed developments to consider the ecological assets/features of the site, with particular reference to bat corridors. Mitigation will be required for any direct adverse impacts on protected species using the site, in particular bats and reptiles.
- Building and landscape design that includes measures, which provide on-site biodiversity enhancements.
- Formal, informal and doorstep play opportunities will be expected to be provided within distances appropriate for age and independent play. Play areas will be provided for through the provision of an integration of playable landscape and equipment. Playable spaces within the public realm shall provide additional opportunities for the local community to engage with the site and each other.
- The developer will be expected to take steps to retain important trees on site and take opportunities to plant appropriate new trees within the site.

**9.4 Scale: height and massing**

The scale of new buildings will need to be carefully considered to avoid adverse visual impacts on the character of Westhamnett village, the character and setting of listed buildings, the Graylingwell conservation area, the Registered Historic Garden at Graylingwell and also on the downland backdrop to the north.

**The masterplan should require:-**

- The three dimensional form of development to respect neighbouring buildings, as well as protecting and enhancing the settings of adjacent listed buildings.
- Development to be predominantly two-storey with some provision of single storey housing to meet the needs of an aging community.

**9.5 Appearance: details and materials**

- Natural brick, local stone, and/ or other appropriate high quality materials will be expected to be the dominant materials for the elevations of buildings that front the public realm throughout the development.
- The development should incorporate either dark coloured natural slate or clay plain tiles for roofs. Photovoltaics should be integrated into the design of the buildings, including colour, and windows should be timber or metal framed.
- Natural stone must be used for paving and kerbs throughout the publicly accessible parts of the scheme.

**9.6 Historic Environment considerations**

The assessment of the site should include a thorough appraisal of the heritage assets within close proximity to the site and which share an integral relationship with the adjacent landscape, including Old Place Farm, St Peter's Church (grade II\*), Grayle House (former

Vicarage, grade II), Westhampnett House (formerly Church Farm, Grade II), the duchess cottages at 33 & 34 Madgwick Lane (grade II), 33 & 34 The Sadlers (grade II) and Westhampnett Mill. A number of these buildings were part of the larger estate owned by the Duke of Richmond and appear to have shared a functional relationship. It should also include an assessment of what is known or can be inferred of the archaeological interest of the site.

**The masterplan must demonstrate how:-**

- The development will respect the landscape contribution to the site provided by the undeveloped downland skyline (apart from the Goodwood Grandstand), that forms a distinctive backdrop to the site as viewed from the south.
- Important views north across the site from Stane Street and Graylingwell Park towards the former agricultural buildings on Old Place Lane as seen in their rural context with fields beyond, from Graylingwell Park and longer views towards the Trundle and Bow Hill and Halnaker Windmill, all within the SDNP will be protected and enhanced. The water tower at the Grayling well Hospital site provides a vertical focal point in the surrounding landscape with a number of views towards it.
- The setting of adjacent listed buildings and any archaeological interest will be protected and enhanced.
- The development will respond to the historic field boundaries associated with the site.

## 9.7 Access and Movement

Development proposals will be expected to maximize opportunities to create new attractive, well signed linkages in the existing network of footpaths and cycle routes and where appropriate make contributions to uplifting the existing infrastructure.

**The masterplan should make provision for:-**

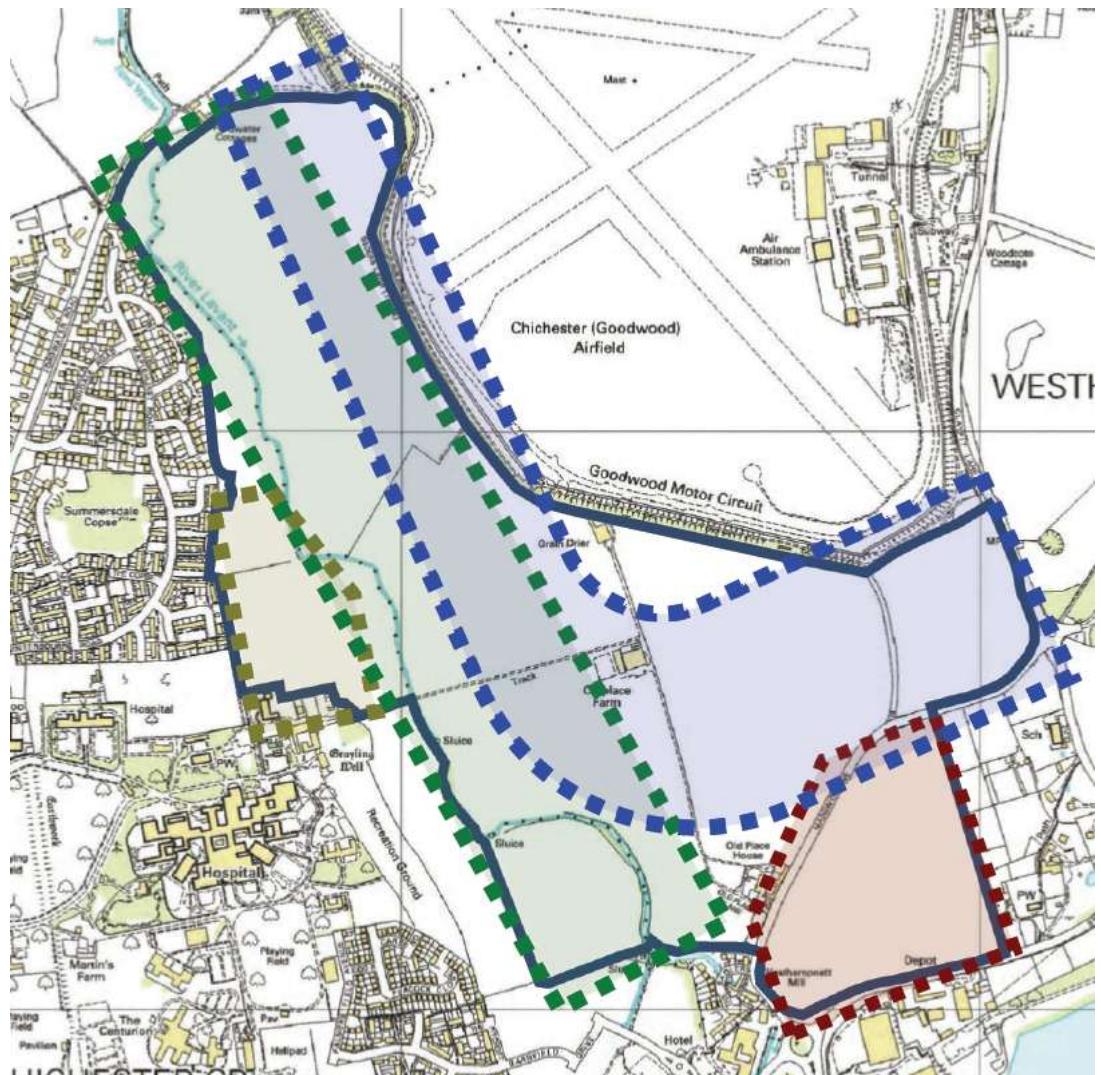
- An integrated sustainable travel network of safe and attractive pedestrian and cycle routes connecting to existing (and proposed) pedestrian and cycle infrastructure.
- Good public transport accessibility to the site.
- Maximising the sense that the site is coherently connected into the surrounding neighbourhoods.
- Facilitation of safer pedestrian movement across Stane Street and Madgwick Lane.
- 8 'fast' electric vehicle charging bays suitable for use by visitors to the development. These should be distributed throughout the development in pairs.
- Bicycle parking/storage facilities incorporated into dwellings (and not provided as a centralised facility).
- A possible community car club providing 2 vehicles for the site.

## 10 Key Components of the Strategic Site

For the purposes of masterplanning the site has been divided into four development areas which are analysed in more detail below.

- Land North of Stane Street/South-East of Madgwick Lane
- Land East of Graylingwell
- The River Lavant Corridor
- Land West of Goodwood Airfield

**Figure 6 shows the distribution of the sub-areas within the strategic site**



**Figure 6 – Development areas for masterplanning**

## **PART 2**

### **Part Two - Development Areas**

## **1. Land North of Stane Street/South-East of Madgwicks Lane**

### **1.1 The Site**

The site is a field of 12.3 Hectares currently in agricultural use. Its location is well situated in relation to the eastern approach into the city centre. The site slopes down from the north to the south-west, with the southern half dropping down to the Lavant Valley. Views are afforded over the elevated northern part towards the south downs and specifically the Trundle and Goodwood Race Course.

The northern and western boundary of the site is formed by Madgwicks Lane as it turns to the south and meets Stane Street at a roundabout. To the east are the remnants of the historic village of Westhampnett arranged around the Listed Church and former vicarage now called Grayle House, and Westhampnett House, previously called Church Farm, now a residential care home. The modern Village includes a school and pockets of modern development. Figure 7 shows the extent of the development area.



Figure 7 - "Land North of Stane Street/South East of Madgwicks Lane"

### **1.2 Historic Environment**

Historically, Westhampnett is a small village centred on a church and farm straddling Stane Street (formerly the A285) at the junction of Claypit Lane and Coach Road. In the post medieval period many villagers were employed in brickmaking activities and it has wooded former brick fields to north and east and fields to west. The village has been expanded by modern development into a larger village cluster.

- The southern boundary is formed by Stane Street partly on the alignment of a significant Roman Road between Chichester and London. To the south of the road are number of commercial, depot buildings with remnants of gravel extraction lakes

behind. There are also paddocks and a nursery with planning permission for residential development. Goodwood motor circuit and Aerodrome is located to the north and agricultural land surrounds the rest of the village and further to the east is the hamlet of Maudlin.

- This part of the strategic site contains landforms resulting from the formation of raised beaches early in the palaeolithic period (from around 500 000 BC); however, the archaeological deposits most likely to be affected by development would be those, closer to the surface, associated with the utilisation of the land for farming and settlement in the Neolithic, later Bronze Age and the Iron Age and Roman periods.

A desk-based assessment of archaeological potential of the site concluded that there was good reason to believe that the site contained remains of archaeological importance and the resulting field evaluation has recently established the presence within it of Roman and medieval activity and a significant later Bronze Age settlement enclosure. Any development proposal for this site must include suitable specific proposals for the mitigation of harm or loss to the significance of this archaeological interest.

### **1.3 Requirements for the site**

The Council expects that the development for the land North of Stane Street/ South-East of Madgwick Lane will include the following key requirements:

- Approximately 350 new homes in a range of types and sizes, including 30% affordable housing. The Council's aspiration is that these are built to Level 5 or above of the Code for Sustainable Homes. Applications submitted in advance of the adoption of the Local Plan will be subject to the Council's current requirements;
- A possible new community facility to serve the Village of Westhampnett that can form the basis of creating a new focus for the village;
- Public open space incorporating an equipped play/kickabout area to serve the development, amenity open space possibly linked to the Village of Westhampnett to form a village green, natural and semi-natural greenspace, and possibly allotments;
- An integrated access and internal circulation network, including cycle and pedestrian routes a route suitable for use by new/extended bus services, links to the surrounding foot and cycle path network which could include a contribution to improving those networks beyond the site boundaries;
- Development that relates to the character of the Village of Westhampnett rather than the City; and
- Financial contributions to identified infrastructure.

### **1.4 Development Principles**

- 1.4.1 The masterplanned site is expected to be divided into distinctive character areas, designed to reflect the different characteristics that surround the site, the village character of Westhampnett focused on Stane Street which should reflect the character of a village street, the more rural and dispersed settlement character of the northern end of Madgwick Lane,

the more industrial character of the area focused on Westhampnett Mill linked to the River Lavant and the suburban edge of the city as it meets the site by the roundabout by Chichester Hotel. Development along Madgwick Lane provides an opportunity to create an attractive approach to the City from the north-east.

The siting of open space should be used to afford the transition between the urban edge of the city and more rural edge of Westhampnett village and afford a degree of visual separation between the two settlements

#### **1.4.2 Local Centre/Village focus**

The development of the site provides an opportunity to strengthen the village focus of Westhampnett between Claypit Lane and the site access off Stane Street by improving links between the site with other developments on the south side of Stane Street (Nursery Site). This could be achieved by careful location of new community facilities in relation to the existing settlement and new development and provide a means of stitching the development into the fabric of the visit to blur the boundary between the site and the village.

#### **1.4.3 Landscape infrastructure**

The development proposals should create a green buffer zone adjacent to the northern site boundary to help strengthen the landscape and ecological value of the rural edge, maintaining views through to the south downs.

#### **1.4.3 Access and Movement**

Provision should be made for integrated cycle and pedestrian routes within and through the built development and linking to the surrounding area as shown in the Concept layout, including improved links along Stane Street towards Chichester City and Westhampnett village, along Claypit Lane towards Shopwyke, and north across Madgwick Lane towards the Lavant Valley green corridor and the countryside to the north. This should include appropriate provision of safe cycle/pedestrian crossings on Stane Street and Madgwick Lane.



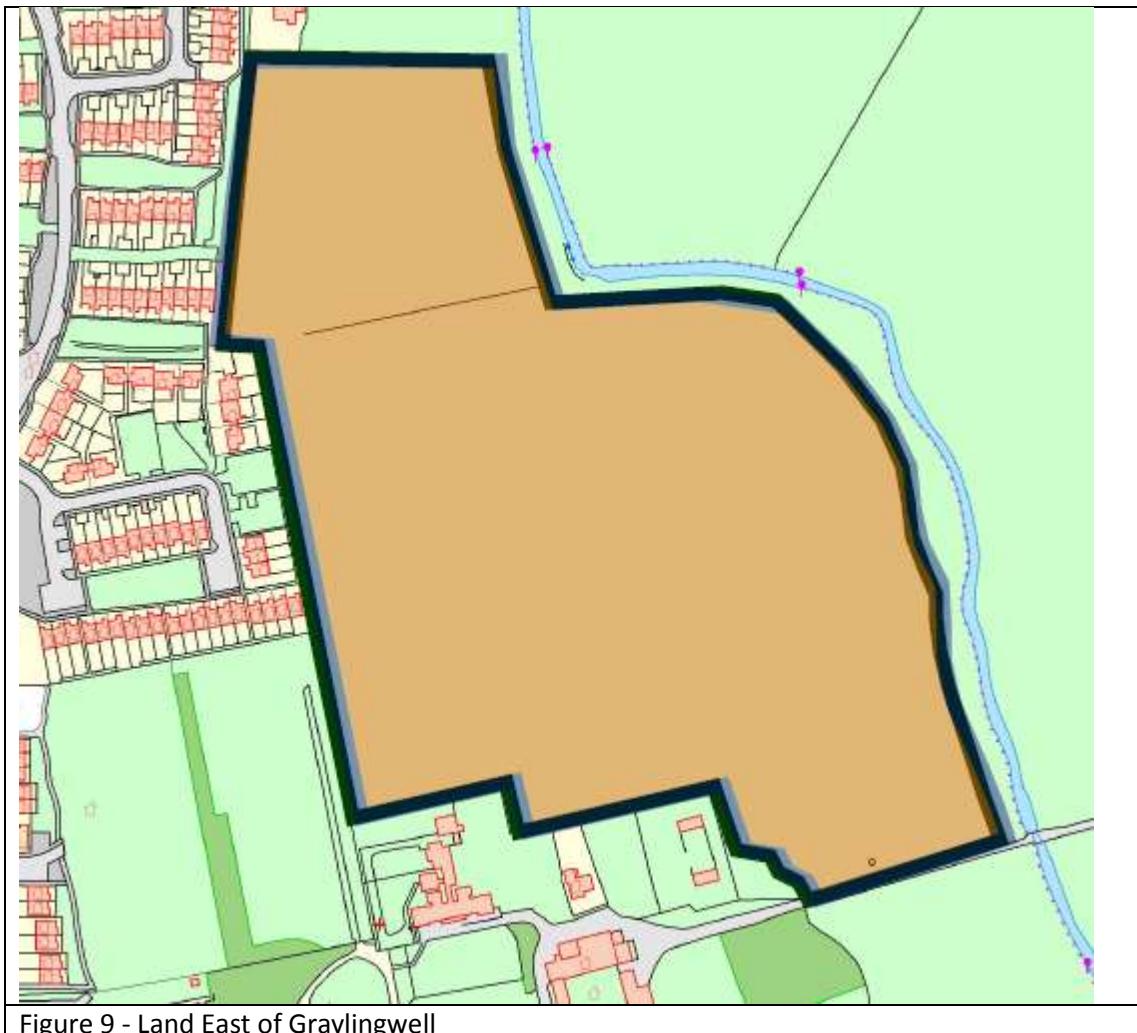
**Figure 8 – Concept layout for Development Area 1**

## 2. Land East of Graylingwell

### 2.1 The Site

The site is a field of 6.5 Hectares currently in agricultural use. Its location is to the north-east of the Graylingwell Park Development. The site slopes down from the west to the east to the Lavant Valley. Views are afforded over across the Valley towards the South Downs to the north and east and the coastal plain top the south.

The north and south boundaries of the site are formed by field boundaries, the western boundary is defined by the rear garden boundaries to the C20 housing development north of Graylingwell Park and the boundary to Orchard gardens and the eastern boundary of the field is the River Lavant. Figure 8 shows the extent of the development area.



## 2.2 Historic Environment

The Site adjoins the north-east boundary of the Graylingwell Conservation Area which includes the Grade II Registered Historic Park. To the south of the site is the Grade II Listed Graylingwell Farmhouse. The former water tower to the Graylingwell hospital represents a prominent landmark south-west of the site,

Immediately to the south of the site is an Archaeological Priority Area extending over the site of an anticipated Roman or Iron Age settlement.

## 2.3 Requirements for the site

The Council expects that the development for the land East of Graylingwell will include the following key requirements:

- Approximately 150 new homes in a range of types and sizes, including 30% affordable housing. The Council's aspiration is that these are built to Level 5 or above of the Code for Sustainable Homes;
- Linkages with the Graylingwell Community Development Trust, and the activities it supports;
- Public open space

- Amenity open space, natural and semi-natural greenspace along the Lavant boundary;
- An integrated access and internal circulation network cycle and pedestrian routes, links to the surrounding foot and cycle path network, and Graylingwell Park, including vehicular access, which could include a contribution to improving those networks beyond the site boundaries;
- An appropriate setting to the conservation area and historic buildings to the west and north-west
- Protection of the amenities of existing residents in Winterbourne Road
- Financial contributions to identified infrastructure.

## **2.4 Development Principles**

**2.4.1** The masterplanned site is expected to facilitate a transition between the suburban edge of the city and the rural edge defined by the Lavant Valley.

The siting of open space should be used to afford visual links with key features of the surrounding countryside including key views of the downs, and the Graylingwell Hospital tower.

### **2.4.2 New Neighbourhood**

The development of the site provides an opportunity to strengthen the new residential area created by the Graylingwell Park development as a highly sustainable new neighbourhood.

### **2.4.3 Landscape infrastructure**

The development proposals should provide access to the new proposed linear greenspace and to strengthen the landscape and ecological value of the Lavant Valley, maintaining views through to the South Downs.

### **2.4.3 Access and Movement**

This is to include walking and cycling route connections to the Graylingwell Park development and towards the city centre, and connect to the proposed path through the Lavant Valley connecting with the countryside to the north.

## **3. River Lavant Corridor**

### **3.1 The Site**

The site occupies an area of approximately 44 Hectares extending over areas on either side of the River Lavant currently in agricultural use. The site is within the River Lavant floodplain (which the Local Plan identifies as a Biodiversity Opportunity Area). The area is subject to flooding and will need to be kept largely free from built development. It however provides an important component of green infrastructure around the city.

### **3.2 Historic Environment**

This part of the strategic site is likely to contain archaeological deposits associated with the utilisation of the land for farming and settlement in the Neolithic, later Bronze Age and the Iron Age and Roman periods. Crop marks noted in the 1970s in the floodplain of the River Lavant in the vicinity of Oldplace Farm proved on excavation to be features associated with later Iron Age and Roman occupation debris.

Any development proposal for this site must include suitable specific proposals for the mitigation of harm or loss to the significance of this archaeological interest.

### **3.3 Requirements for the site**

The Council expects that the development for the River Lavant Corridor will include the following key requirements:

- An accessible public open space in the form of a linear park to provide a Sustainable Alternative Natural Greenspace (SANG) as an alternative recreational opportunity to reduce the potential for recreational disturbance within sensitive habitats on the coast, notably within the environs of Chichester and Pagham harbours.
- A dual-use path is intended as part of the park's infrastructure linking areas to the east of the City to Lavant to the north.
- Enhancements to biodiversity;
- Management arrangements.
- Access arrangements including adequate provision for parking for visitors to the site.

#### **3.3.1 Landscape infrastructure**

The plans for this area should facilitate the strengthening of the landscape and ecological value of the Lavant Valley and reduce flood-risk by maximising opportunities to improve drainage with the valley and surrounding areas. The landscaping should also maintain views across the area to the South Downs and other landmarks and features identified within and affecting the strategic site as a whole.

#### **3.3.2 Access and Movement**

Provision should be made for integrated cycle and pedestrian routes linking to the surrounding area and connecting the linear greenspace with adjacent built development. Access will also need to be provided for visitors, including parking areas.

## **4. Land West of Goodwood Airfield**

### **3.1 The Site**

The site occupies an area of approximately 50 Hectares within 400m of Goodwood Airfield and Motor Circuit and as such is mainly unsuitable for built development due to noise impacts.

### **3.2 Historic Environment**

Excavations prior to the development of the Rolls Royce HQ and assembly plant, to the south-east of the area in 2000 to 2001, produced evidence of Mesolithic and Neolithic to earlier Bronze Age settlement, but the most significant discoveries were a later Bronze Age settlement and a cemetery and a pair of rare earlier Anglo Saxon huts.

Any development proposal for this site must include suitable specific proposals for the mitigation of harm or loss to the significance of this archaeological interest.

### **4.3 Requirements for the site**

This part of the site will contribute to providing a buffer to areas of new development for visual amenity and noise attenuation from the motor racing circuit and airfield. It will remain in mainly open space use including continued agricultural or other similar uses. There may be scope to include other open space uses such as sports pitches and allotments and appropriate supporting development, such as changing facilities, to serve the site as a whole.

#### **4.3.1 Access and Movement**

Provision should be made for integrated cycle and pedestrian routes linking the area and specifically any facilities, such as play areas and allotments, and supporting infrastructure such as access and parking for users.

## **PART 3**

### **Part Three – Process and Delivery**

#### **1. The Process**

This section of the Concept Statement sets out guidance for applicants and summarises the process the Council expects applicants to engage in during the preparation of proposals and during the planning process and the future management of the Westhampnett/NE Chichester Strategic Development Location (SDL) to enable the delivery of a managed planning process.

Requests for advice in respect to the SDL by applicants should be made to the Development Manager (Majors and Business) within the Council's Development Management Service, to ensure consistency and coordination.

#### **1.2 Outline planning applications**

In accordance with Policy 9 of the draft Local Plan the Local Planning Authority will work with partners, neighbouring councils, infrastructure providers and stakeholders to ensure that new physical, economic, social, environmental and green infrastructure is provided to support the development identified in the Local Plan.

To ensure the delivery of infrastructure requirements the Council has developed an Infrastructure Delivery Plan. Any proposals will need to show how new infrastructure, facilities or services required, both on- and off-site, for the whole SDL will be provided.

If there is not an overarching application the Council will expect planning applications to be accompanied by Infrastructure Delivery Proposals for the whole SDL and for Section 106 agreements to reflect this approach. This is in order to deliver the infrastructure requirements laid down in the Draft Local Plan which has informed this concept statement.

The Infrastructure Delivery proposals should address SDL-wide needs including the location, capacity and phasing of common infrastructure including utilities, flood prevention and protection measures. Also, public open space, Sustainable Alternative Natural Greenspace (SANG), if appropriate, sports and community facilities should be included.

A single, overarching Masterplan for the entire SDL is required. This should include, as a minimum, the intended disposition of land uses, the primary highway access, and green infrastructure including strategic, formal and informal open space, play area and sports provision, the retention of existing site features, development density and building heights.

Any piecemeal planning applications will need to demonstrate how they will provide the infrastructure requirements laid down in the draft Local Plan.

Pre-application discussions are expected and encouragement will be given to a Planning Performance Agreement, between the developer and Local Planning Authority, to establish an agreed timetable, key milestones and information requirements.

It is likely that any planning application will need to be supported by an Environmental Impact Assessment in accordance with the Environmental Impact Assessment Regulations. A Scoping Opinion, in accordance with Regulation 10, should be sought from CDC in advance of undertaking the EIA. In addition, sufficient information should be provided for the Authority to undertake a Habitats Regulations Appropriate Assessment as required by EU Directive 92/43/EEC (in respect of the Chichester Harbour Special Protection Area) unless SANG or other mitigation measures has been included in the development proposal such that this avoids an effect on the SPA/Ramsar/SAC.

A flood risk assessment (FRA) will be required. This will be prepared in discussion with the Environment Agency, and will inform an overarching plan for water management that should form part of the infrastructure delivery proposals. This should provide a strategy for drainage, flood protection and prevention, flood water attenuation, strategic surface water drainage and any other relevant issues identified by the FRA.

An utilities plan should also form part of the infrastructure delivery proposals. This should set out the strategy for the installation and delivery of services including electricity, gas, water supply, waste water and information technology for example high speed broadband. The scheme will need to make sufficient provision for foul water drainage.

### **1.3 Ensuring Design Excellence**

This Planning Concept Statement is one mechanism for controlling the quality of the design within a hierarchy of policies, guidance and application stages.

Design and Access Statements are required under the 2004 Act. Regard should be had to the National Planning Practice Guidance (NPPG). The design principles and components set out in Design and Access Statements for Outline Applications should also be in accordance with the Concept Statement and other guidance.

The Design and Access Statements should provide the basis for the quality of design to be controlled through subsequent Reserved Matters applications.

Applicants will be expected to demonstrate how they have incorporated high standards of design throughout the design evolution process and how these will be carried through to completions and subsequent maintenance.

If the applicants are not the developer, the applicants will be expected to set out what steps will be taken to ensure that these high standards are carried forward by subsequent developers to completions and maintenance.

Outline Applications should incorporate illustrative information including details of uses proposed in different areas of the SDL; the amount of development for each use; an indicative layout; parameters of the sizes of buildings; and, indicative access points.

Any outline application where matters are not to be considered at this stage should demonstrate how the design objectives can be delivered and articulated across the SDL. It would also be appropriate to include typologies depicting typical blocks, streets and open

spaces. The information should be in accordance with the principles of this Concept Statement.

#### **1.4 Design Review**

The Coastal West Sussex Design Review Panel provides an independent service in which peers can comment on major development schemes. It is desirable that proposals for the Westhampnett/NE Chichester SDL will be reviewed by the design review panel. This should take place at an early stage of pre-application discussions in order to allow for the recommendations of the review panel to be taken into account in preparing the proposals.

#### **1.5 Building for Life Assessment**

Building for Life (BfL12) assessments assess the design quality of planned or completed developments against 12 assessment criteria on a traffic light system. BfL was introduced by CABE to provide a tool for Local Authorities and developers to achieve greater design consistency and was reviewed in 2012 by CABE's successor the Design Council. BfL is based upon design 12 criteria (<http://www.designcouncil.org.uk/knowledge-resources/building-life-12>).

In preparing a Design and Access Statement for the SDL, the 12 BfL criteria should be considered. The Council will also undertake a BfL assessment of major planning applications for the SDL.

### **2 Conditions and Planning Obligations**

#### **2.1 Planning Conditions**

This concept statement refers to various matters which may be controlled via planning conditions. As part of the planning application process draft planning conditions will be prepared by Chichester District Council (CDC) for discussions with the applicants. Conditions should be in accordance with the advice contained in the NPPG and should be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise, and reasonable in all other respects.

#### **2.2 Planning Obligations**

A legal agreement under section 106 of the Town and Country Planning Act (as amended) will be negotiated between CDC and applicants prior to the granting of planning permission to ensure appropriate delivery of key infrastructure and facilities and long-term management of infrastructure and public spaces. Section 106 agreements will be negotiated in accordance with the NPPG. Draft Heads of Terms should be submitted with an Outline planning application to inform negotiations.

The emerging Infrastructure Delivery Plan and draft CIL charging schedules will, once adopted provide the basis for determining the infrastructure contributions from any development proposals. Applications submitted in relation to the Strategic Site will be liable for CIL contributions once CIL is adopted, which is anticipated in April 2015. Any site specific infrastructure that is required may be secured through S106 contributions.

## **2.3 Phasing**

The Chichester District Housing Trajectory identifies a build-out period of 6 years or more between 2019 and 2024 to deliver the Westhampnett SDL. Infrastructure and development should be delivered at the right time and in the right place to ensure a high quality and sustainable community is established.

Piecemeal and ad hoc planning applications which fail to deliver coherent and integrated strategic infrastructure will be resisted.

The detailed phasing of the development should be submitted with outline and subsequent planning applications and will be expected to be in accordance with the following principles:

- Establish key public transport infrastructure and routes;
- Concentrate residential development on land off Stane Street, Madgwick Lane and to the east of Graylingwell Park with sufficient infrastructure provided to support the development of the whole SDL;
- Include requisite green infrastructure in addition to the SANG, if required; and
- Each development phase should contribute to the wider infrastructure costs to ensure it can be delivered and later phases remain viable;

The emerging Planning Obligations Supplementary Planning Document (SPD) sets out the infrastructure requirements in more detail and this delivery section should be read in conjunction with that document.

## **2.4 Management and Maintenance of Infrastructure**

Long-term management and maintenance arrangements should be considered early in the application process.

The successful maintenance of public open space, possible SANG, Sustainable Urban Drainage Scheme (SUDS) and green infrastructure is as important as the design and creation of the spaces and landscape. It is therefore essential that measures are put into place to ensure the long-term effective management and retention of these uses; the Council will expect developers to engage in discussions about the management of public open space either by a management company or community development trust.

The applicants will be encouraged to discuss the provision of community infrastructure with the Council's Development Management Team in the first instance, and thereafter agree with the service provider the detailed requirements in the right location to ensure the general public have the best access to the community facilities. In this regard a key design principle is that the Community Centre is the focus of community uses both for the existing community and new development areas. Management arrangements should be appropriate for the community it serves. Ownership, management and maintenance of the community centre to be in accordance with the legal agreement or agreed adoption strategy.

Notwithstanding the above, this is not intended to be an exhaustive list of infrastructure for the Strategic Site.

### **3 Procedural Matters**

#### **3.1 The Planning Services offer to Applicants**

As part of its commitment to enabling the delivery of a smooth planning process, Chichester District Council's Planning Service offers a comprehensive end to end range of services to applicants. This includes:

- Pre-application 'Development Team' advice review
- Enabling access to the Coastal West Sussex Design Review Panel
- Offering Planning Performance Agreements to applicants
- Providing advice on how to step up to the requirements of The Localism Act and NPPF to engage effectively with local communities
- Advice on Planning obligations including S106 and CIL

The Planning Service will agree a framework of pre-application and application services with the applicant that is bespoke to the needs of the proposed development.

#### **3.2 The Council's Expectation of Applicants**

The Council will advise applicants to engage with the Planning Service from the outset. To help provide a quality of service:

- It expects applicants to conduct proposals through an agreed structured and accountable design development and planning process.
- It expects applicants to engage with local communities in shaping their proposals and demonstrate how its input has influenced proposals

For more information about the process of securing planning permission, and the Council's expectations of developer's engagement with local communities please contact the Planning Service at the District Council.

#### **Further information on the Concept Statement**

For further information please contact Planning Policy on 01243 534571 or email to [planningpolicy@chichester.gov.uk](mailto:planningpolicy@chichester.gov.uk)