

Sites in Chichester City North Development Brief

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Map Sites in Chichester City North

1. Introduction

- 1.1 The purpose of the Sites in Chichester City North Development Brief is to guide the development of land surplus to Sussex Partnership NHS Trust, land at Barnfield Drive and land at the University of Chichester. The Brief will be capable of being a “material consideration” and may help with the determination of planning applications in the area. A draft Brief was subject to public consultation in August-September 2011. Having considered the comments received and made changes to the wording in response, the Council adopted the Brief on 24 January 2012.
- 1.2 Development of sites in Chichester City North has been taking place for a number of years. A new mixed use, sustainable “quarter” of the City is emerging. The Graylingwell development is underway and the Roussillon Barracks development will commence shortly. This Development Brief is needed to coordinate and guide development of the remaining sites in the best possible way and to ensure community needs are met. The sites are shown on the map at the end of this document.
- 1.3 The Development Brief does not allocate land but explores the suitability of sites for new uses, the need to protect and enhance valued features, and the role that individual sites might play in meeting wider needs of the local area, the City and the District.

- 1.4 The Development Brief is linked to the saved Local Plan Policy BE11 - New Development, which states that “new development must not detract from its surroundings”. It includes a number of criteria that need to be considered as part of any planning application: the effect on the local environment; the intrinsic merit of the design, scale, materials, siting and layout; its relationship to and effect on the neighbouring development; and its setting in the landscape. The Policy also requires adequate infrastructure provision and crime prevention measures to be taken.
- 1.5 The implications of development for the waste water treatment works at Apuldram and for recreational pressure on Chichester Harbour AONB will need to be carefully considered.
- 1.6 The Interim Policy Statements prepared by the Council and the Position Statement from the Environment Agency should be taken into account [please refer to the Council’s website for details].
- 1.7 The Sussex Partnerships NHS Trust’s surplus land north of St. Richard’s is suitable for residential development and for health care facilities.
- 1.8 The undeveloped areas of Barnfield Drive offer opportunities for retail development and additional employment, including business and industrial uses.
- 1.9 Within St. Richard’s and the University sites, the existing functions will largely continue, with support in principle for development associated with these uses.

2. Vision Statement

- 2.1 The sites in Chichester City North have the potential, through a sustainable pattern of development, to make a significant contribution to development needs in the City.
- 2.2 The vision for the area would be met by:
 - An integrated approach to the planning and design of proposals, so that the character of individual sites is recognised but the need to consider common issues and opportunities is properly addressed
 - Delivery of inward investment and job creation by supporting proposals for economic development
 - Transport proposals that fully consider the movement and access implications of development locally and across the City
 - Developments that are permeable and provide good links for pedestrians and cyclists between sites, the local area, the City centre, Centurion Way and the countryside
 - A new vehicular access to the University, from the east, to relieve College Lane

- Provision of appropriate community facilities
- Retention, enhancement and management of open spaces with access for the general public; and the protection of the trees that contribute considerably to the character of the area

3. Sussex Partnership NHS Trust Lands

Context

- 3.1 Sussex Partnership NHS Trust land lies north of St. Richard's Hospital and extends into the Graylingwell Hospital site.
- 3.2 The Trust land is identified on the map and includes areas 1B, 3A, 3B, 6, 6A, 6B, 6C, 6D, 8, 9 and 9D [identification of these sub-areas is largely historic and is retained to minimise possible confusion]. Access to Sussex Partnership NHS Trust land is currently achieved via Connolly Way and Graylingwell Drive. The length of Graylingwell Drive situated to the north of Trust's land holdings is privately owned by Linden Homes/Downland and the HCA, although the Trust has rights of access over the route and any alternative route provided.
- 3.3 Areas 1B, 6, 8 and 9 are expected to remain in NHS use. Areas 6C and 6D are to be retained for possible future health use. Sussex Partnership NHS Trust has declared areas 3A, 3B, 6A, 6B and 9D as surplus to requirement. All of these sites immediately adjoin Graylingwell and could potentially be developed along with that site.
- 3.4 The report "Graylingwell Hospital, Chichester Historic Landscape Characterisation Final Draft" produced by English Heritage and English Partnerships in 2006 should be referred to and used as guidance for development in Areas 3A, 3B and 9D.
- 3.5 Martins Farm House is a derelict and dilapidated flint house that predates the hospital buildings, set in its own grounds in Area 9D. The western boundary is marked by an earthwork called the Chichester Dyke, which is a Scheduled Ancient Monument.
- 3.6 Area 3A is a disused playing field. Area 3B includes a disused social club and pavilion. Both lie – in whole or in part - within the Graylingwell Conservation Area. The trees and the openness of area 3A merit retention.

Appropriate uses

- 3.7 Areas 6A, 6B and 9D may be suitable for residential uses, including market and affordable housing. Densities of 40/50 dwellings per hectare may be appropriate. They may also be a suitable location for student accommodation and/or a residential care home. Sub-areas 6B and 9D may be suitable for use by the University.

- 3.8 Any development here should respect the character and setting of Havenstoke Park to the north and of the Conservation Area. Due regard must be given to the preservation of both the Chichester Dyke and its setting.
- 3.9 Martins Farm House in area 9D is historically important and its potential for retention and reuse should be explored; if retention is not possible, redevelopment should respect its historic form.
- 3.10 Housing provision and mix should be discussed and agreed with the Council at an early stage.
- 3.11 Subject to scheme viability, the Council will seek a minimum of 40% of housing units to be affordable with a mixture of tenure and unit types. Of the affordable housing, 70% or more should be provided as affordable rented accommodation, with the remaining units being for low cost home ownership (proven to be affordable to most local first time buyers).
- 3.12 With the rented units, properties are to be provided in the approximate ratio of 2:3:3:2 for 1:2:3:4 bedrooms.
- 3.13 The sizes of affordable units should be appropriate for occupation as follows: 1 bedroom properties sized appropriately for two people; 2 bedroom for four people; 3 bedroom for five people; and 4 bedroom for 7 people. Units should meet the Homes and Community Agency design standards.
- 3.14 Market and affordable housing should not to be distinguishable by external appearance. Affordable and market housing should be pepper potted in groups not greater than 15 affordable. Concentrations of 3 and 4 bedroom affordable houses should be avoided, with such units provided in small groups.
- 3.15 Area 3A should be retained as open space and developed for sports and recreation. There is a strong demand in the City for playing pitches and this site is highly suitable for use by the general public. Its reuse should, therefore, incorporate playing pitches and associated sports changing facilities. Residential development will be expected to contribute to their provision, management and up-keep. Avenues of lime trees flank the open space and are an important landscape feature that should be retained and enhanced.
- 3.16 In Area 3B, conversion of the formal social club to a community use should be explored. If not viable, then, subject to the impacts on the townscape and on the Conservation Area, this area may have residential potential.
- 3.17 Provision should be made for a new road and cycle path to access the University from Kingsmead Avenue [but not from Palmers Field Avenue]. This could relieve traffic on College Lane and enable greater use of University facilities by the community. Residential development on sub-areas 3B, 6A, 6B and 9D would be expected to provide this connection to the University either directly as part of the proposals or via contributions to meet the costs of its construction. The new road and cycle path could be provided through sub-areas 6B or 9D. Alternatively, provision through areas 6C and 6D could be acceptable, providing this is compatible with retention of the areas for possible future health purposes.

- 3.18 The potential for linking development in this area to the Combined Heat & Power provision at Graylingwell should be explored.
- 3.19 The potential for management of any community facilities – including the open space at area 3A – by Chichester Community Development Trust or by other local groups - should be explored.
- 3.20 Further information and guidance is set out in sections 6 and 7.

4. Barnfield Drive

Context

- 4.1 The Barnfield Drive area lies to the east of the City centre, close to the A27 and the Sainsbury's Superstore. The site is bounded to the south by Westhampnett Road and can be accessed via the Portfield roundabout. Barnfield Drive and Kingsmead Avenue give access to the Graylingwell Hospital site to the north and Swanfield Estate to the west.
- 4.2 Chichester District Council owns the land at Barnfield Drive, which is a former waste site. There is a considerable depth of waste material, some of which is still venting gases, which means that the potential redevelopment uses are limited. Sub-areas 11A, 11C, 11D and part of sub-area 11B lie in the River Lavant Flood zones
- 4.3 Part of the area has been developed for a Homebase Store, a pub/restaurant and a warehouse, adjoining The Pitcroft, but a substantial amount of land remains undeveloped; this is shown on the map as areas 11A, 11B, 11C and 11D. A number of planning permissions have been granted to facilitate the extension and conversion of the Homebase building to a food superstore.
- 4.4 Area 11B, land between the Swanfield Estate and the Crematorium, is allocated in the adopted Local Plan for Park and Ride use but both the District and County Councils consider that it is unlikely to be suitable for this purpose and that a site outside the A27 is likely to be preferable. Should Park & Ride use proceed, access will be provided from a new roundabout on Westhampnett Road proposed as part of the development at the site of the Portfield football ground, Church Road.
- 4.5 The Chichester District Council report 'The Future Growth of Chichester: Landscape and Visual amenity Considerations Summary Report', April 2005 has identified parts of the Barnfield area as being a sensitive location for development because of priority views to Chichester Cathedral from Madgwick Lane. This document should be referred to and used as guidance for any development.

Appropriate uses

- 4.6 The land may be suitable for retail and for employment uses including A1, B1, B2 and B8 (business, industrial and storage/distribution uses) subject to a flood risk assessment and a landfill gas risk assessment. Large areas of external storage or display are unlikely to be appropriate.
- 4.7 The height and mass of any given building needs to be moderated so that it steps up or down in relationship to its neighbours and setting, to create a variable skyline to add visual interest. Particular care should be taken with buildings that address the neighbouring residential areas. Positioning of buildings and their design should also take particular account of the need to avoid or minimise potential adverse impacts on views of the City from the north. The use of suitable landscaping and colour in buildings may help reduce impacts.
- 4.8 Any retail uses should complement the facilities in the City centre and not impact on the vitality or viability of the City centre. The need for retail development would have to be demonstrated. Access should be primarily from Barnfield Drive with a secondary access from Westhampnett Road subject to a transport assessment, which would be necessary to assess the likely impacts on the local road network, in particular on the Portfield A27 junction, and mitigation measures implemented if necessary.
- 4.9 Any development proposals should protect against degradation of the river environment, including banks and associated vegetation, and provide appropriate treatment that will help alleviate the impact of run-off events and prevent sediment entering the river. Land either side of the channels of the River Lavant should be kept free of built development, with at least a 5m strip either side. The potential to create a linear park with pedestrian and cycle links should be explored.
- 4.10 Planting should create an avenue of trees along Barnfield Drive and Kingsmead Avenue. The concrete blocks, which line the road, should be removed and replaced with something more visually appealing.
- 4.11 The potential for linking development in this area to the CHP provision at Graylingwell should be explored.
- 4.12 The potential for creation of a linear park alongside the River Lavant should be explored.
- 4.13 Further information and guidance is set out in sections 6 and 7.

5. University of Chichester

Context

- 5.1 The University of Chichester campus lies east of College Lane, with Graylingwell Hospital to the north and St. Richard's Hospital to the east. It is identified on the map and includes sub-areas 13, 9B, 9C and 8A.
- 5.2 Part of the University site lies in the Conservation Area. The Chichester Dyke, a Scheduled Ancient Monument, forms a boundary with the playing fields to the north of the University buildings.
- 5.3 Access to the University is from College Lane, which is narrow and tree lined. The safety of pedestrians and cyclists using College Lane is a matter of concern. The volume of traffic into the campus is an issue and an alternative route via Kingsmead Avenue is considered essential.
- 5.4 The University is seeking ways to make its facilities more accessible by the general public.

Appropriate uses

- 5.5 It is expected that the use of particular parts of the campus may change to meet the changing needs of the University.
- 5.6 The University is exploring the possibility of reorganising the layout of the main entrance. The provision of an improved crossing facility on College Lane at the pedestrian entrance south of the main vehicular entrance is supported.
- 5.7 A new road and cycle path from Kingsmead Avenue should be provided as land comes forward for development elsewhere. Once in place this should become the University's main vehicular entrance for cars and service vehicles, with only limited car access from College Lane. The changes should be designed so as not to create a through-road to Summersdale Road from Barnfield Drive, Kingsmead Avenue or Palmers Field Avenue.
- 5.8 Opportunities to improve the safety of pedestrians and cyclists on College Lane are restricted by its character and setting. Nevertheless, the Council encourages the University and West Sussex County Council, as Highways Authority, to consider what improvements may be possible. This might include the restriction of vehicular traffic.
- 5.9 The Council encourages the University to promote sustainable modes of transport to and from the University, particularly the use of public transport through the availability of passenger information.
- 5.10 Should the University relocate student accommodation from area 8A then the site would be suitable for health care or residential purposes.
- 5.11 Further information and guidance is set out in sections 6 and 7.

6. Overall Design Principles

- 6.1 The context and preferred uses for the sites are described above. This next section considers broad design principles that will help integrate new development with the wider City, maximising the potential of the open spaces, permitting sustainable patterns of movement, conserving and complementing the built environment and creating a unique sense of place.

Movement

- 6.2 Further development in the area has the potential to generate a considerable amount of traffic and transport movements across north east Chichester and beyond. It is important that development is assessed in terms of its contribution to infrastructure and services, including roads, public transport, cycle and walking provision that is appropriate for the whole area.
- 6.3 Prospective developers will be required to produce a Transport Assessment prior to planning applications being considered. Unless previously agreed, this should be based on a Transport Model produced for West Sussex County Council's Highways Authority, which assesses the combined impacts of the proposed developments in the area. The Transport Assessments and provision for the development will be led by guidance specified by the Highways Authority. Developers of individual sites must add detail to identify the individual impact of their site, in order to determine their contribution to the overall transport improvements and contributions. Tests of the phasing of development will also be required to determine the timing of transport interventions. The Transport Assessment must be supported by a full travel plan to include targets for sustainable travel with a monitoring and enforcement regime.
- 6.4 West Sussex County Council, as the Highways Authority, has agreed an overall split of vehicular movement to/from the Graylingwell development of 60:40, meaning that 60% of traffic should gain access from the east and only 40% from the west.
- 6.5 The County Council has advised that vehicular movement west onto College Lane should be minimised. For the University and Sussex Partnerships NHS Trusts land this means that only sub-areas 1B, 8, 8A, 9, 9B, 9C and 9D should look to College Lane.
- 6.6 Sites 3A, 3B, 6, 6A, 6B, 6C and 6D should look east to Kingsmead Avenue. Once the eastern access route to the University is provided, this will be designated as the primary access to the campus with controlled access only via College Lane.
- 6.7 As part of the Graylingwell development, "bus gates" will be required to prevent through traffic to Summersdale Road from Barnfield Drive, Kingsmead Avenue or Palmers Field Avenue, while allowing through movement by buses and emergency access. It may also be possible to allow access through these gates for emergency service, refuse, and street cleaning vehicles and road gritters though a system such as smart cards or transponders. The proposed location of the bus gates may need to be changed if satisfactory access is to be gained to

the NHS Trust lands and the University and this would need to be explored through a transport assessment.

- 6.8 The adoption of the “home zone” principle on residential streets, keeping traffic speeds low and reinforcing a sense of place, should be considered and design must be based on the Manual for Streets and Safer Places.
- 6.9 Pedestrian and cycle movements should be encouraged by enhancing and improving the existing paths and the provision of new paths with good links between the individual sites, the local area, the City centre, Centurion Way and the countryside and good access to public transport.
- 6.10 The impact of traffic on the Northgate gyratory, Westhampnett Road and the identified Air Quality Management Areas at St. Pancras and Orchard Street will need careful consideration.
- 6.11 Where appropriate, development will be required to make appropriate financial contributions to transport and highways infrastructure.

“Green lungs”

- 6.12 The “green lungs” of this area are those open spaces, trees and soft landscaping that play an important part in defining the character of the whole North East Chichester area. The three principal open spaces in the area include the Green, Roussillon Barracks; Havenstoke Park, Graylingwell Hospital; and the former playing fields in sub-area 3A, Sussex Partnerships NHS Trust land. The former are to be protected and enhanced as part of the Barracks and Graylingwell developments and made accessible to the general public (although the part of the Green retained by the MoD will be private open space, not fenced). Area 3A merits a similar approach and is also needed because its historic use as a playing field is essential to the provision of an adequate supply of playing fields in the area.
- 6.13 Where appropriate, visual and physical links between these spaces should be provided. In some instances avenues of trees create links and these should be retained and enhanced.

7. Section 106 agreements

- 7.1 Matters likely to be specified in Section 106 Agreements will include:
 - Affordable Housing provision
 - Infrastructure contributions as set down in Supplementary Planning Guidance, ‘The Provision of Service Infrastructure Related to New Development in Chichester District’ (2004), including sport and play, community facilities, education and library contributions, and accessibility and movement
 - Movement and accessibility matters arising from the Transport Model and Assessment, which may include road, access and junction construction, modification or improvements. Where implemented by the developer, rather than through a financial contribution to the Highway Authority, these will form a separate agreement under section 278, rather than section 106.

- Provision of – or contributions towards - the road to the University from development of areas 3B, 6A, 6B and 9D
- Contributions to public transport, walking and cycling improvements and provision of Real Time Passenger Information (RTPI) systems in all residential and commercial properties and at bus stops.
- Retention and maintenance of the former playing fields in area 3A, including public access in perpetuity, and provision of changing facilities
- A package of measures and contributions towards the avoidance and/or mitigation of any adverse impacts on the Chichester Harbour SPA
- Public Art contributions in accordance with the Council’s policy
- Broadband connections
- A phased construction plan

Background documents

PPS3 Housing

<http://www.communities.gov.uk/publications/planningandbuilding/pps3housing>

“Saved” Local Plan policies

<http://www.chichester.gov.uk/index.cfm?articleid=5080>

The Council Interim Policy Statements

[as at January 2012]

Affordable Housing

Planning and Climate Change

Development and Disturbance of Birds in Chichester and Langstone Harbours SPA

Housing – Facilitating Appropriate Development

<http://www.chichester.gov.uk/index.cfm?articleid=7647>

Environment Agency Position Statement - August 2010 and Addendum September 2011

Wastewater treatment capacity constraints on new development in Chichester City

<http://www.chichester.gov.uk/index.cfm?articleid=5079>

Further information

For further information on this document or on progress with the Council’s Local Development Framework please contact the LDF team on 01243 534571; e-mail ldf@chichester.gov.uk; or see www.chichester.gov.uk